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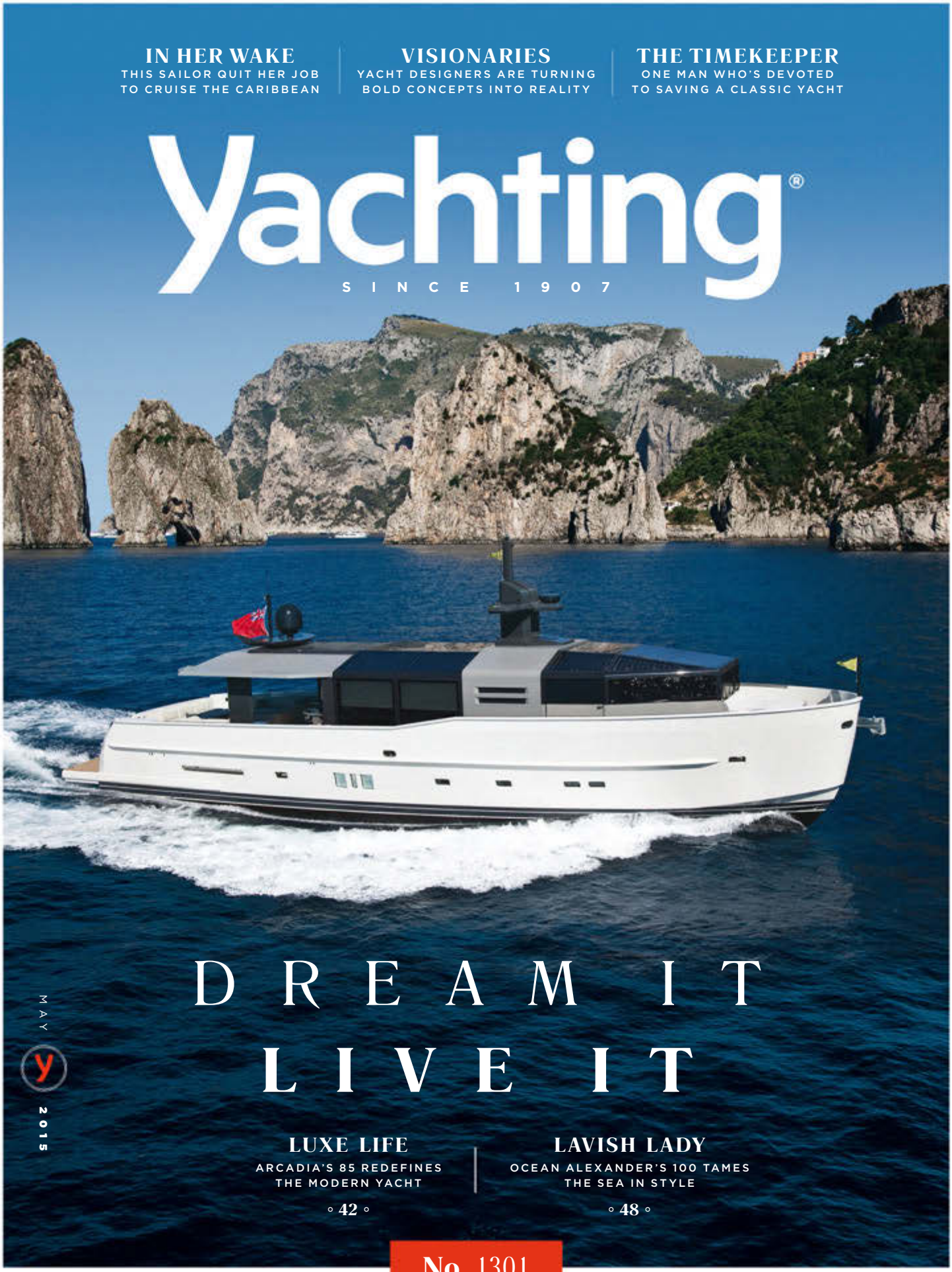

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LUXE LIFE
ARCADIA'S 85 REDEFINES THE MODERN YACHT
◦ 42 ◦

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OCEAN ALEXANDER'S 100 TAMES THE SEA IN STYLE
◦ 48 ◦

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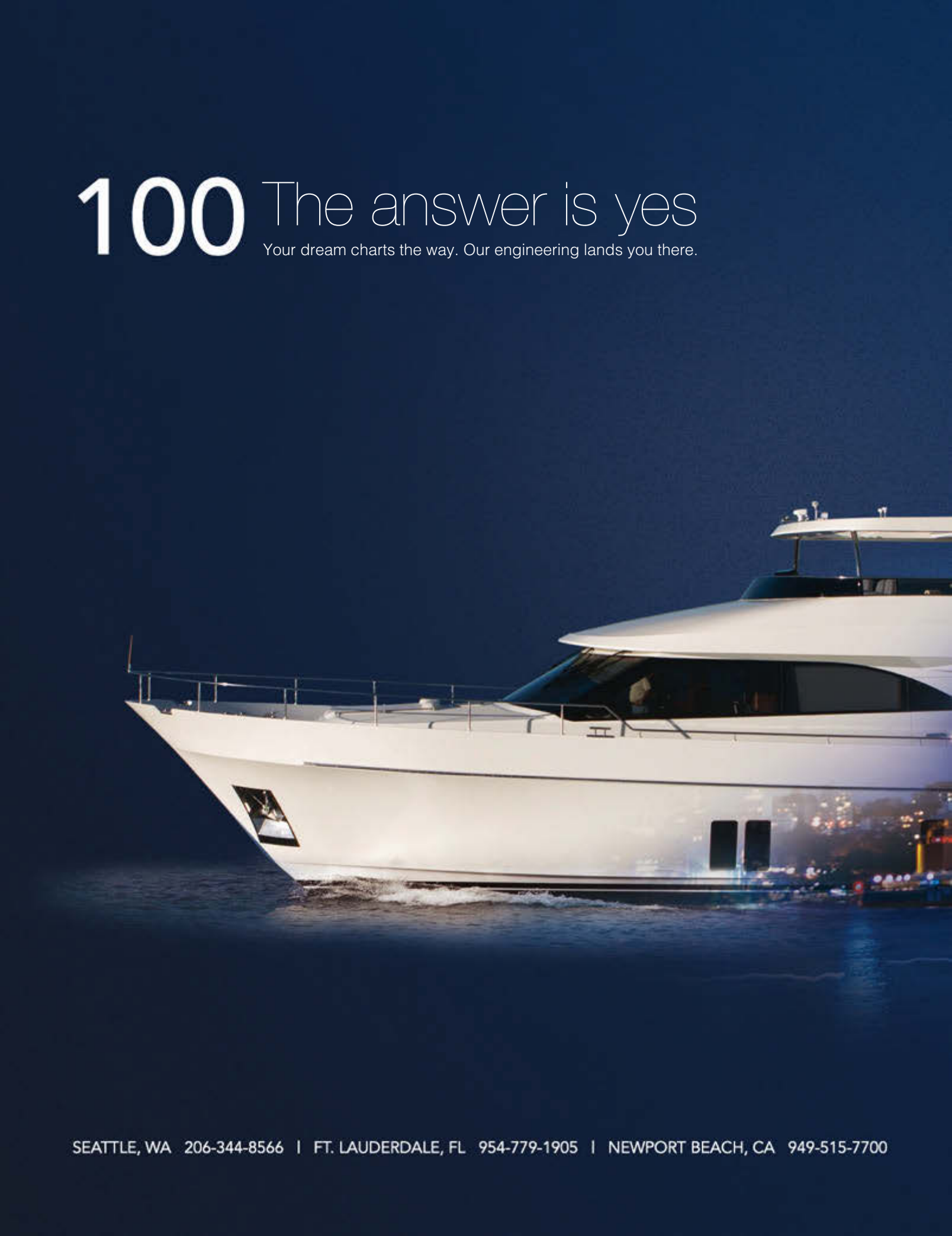

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CALL HIM LEGEND

THERE ARE PEOPLE you meet who make you think, "I'd better start doing something with my life." Capt. Oscar Amoroso was one of those guys. He was a U.S. Navy pilot in a submarine torpedo squadron, and among his memories was surviving a crash on an aircraft carrier. When he wanted to fish the deepwater Northeast canyons in the 1960s, he converted his gas-powered, 36-foot Klein to diesels to get there. He owned a family-run construction company. He was a father of six. And in a small community of captains who chase giant bluefin tuna, he was *the* man. For more than 50 years, Amoroso ran numerous boats, including his beloved 45-foot Hatteras, *Marlin,* from Long Island, New York's south shore up to Gloucester, Massachusetts, to seek out torpedo-size *Thunnus*. During his too-many-tuna-to-count career, his best fish came in at 1,200-plus pounds.

I first met the captain when I was in my late 20s in Freeport, New York. Amoroso knew my dad and they talked boats *a lot,* sometimes all day. The captain was always crawling around his vessel, modifying her to run better. To fish better. He loved his Hatteras so much that, after he sold her and the buyer fell into default and the boat fell into disrepair, Amoroso spent two years fighting to get her back and refit her.

IN A SMALL COMMUNITY OF CAPTAINS WHO CHASE AFTER GIANT BLUEFIN TUNA, HE WAS THE MAN.

The captain had a presence, but not in the traditional sense. He wasn't a tall or imposing figure, but when he spoke, you listened to the experience in his voice. When he told a story, his words were in the moment but his gaze was seeing the past. Amoroso's hands were coarse and he always cupped his cigarettes as if trying to light them on deck in a big blow. His grip was strong. When the captain shook your hand, you either shook it back firmly or you walked away with sore fingers. His face was weathered, and deep crow's feet gave his countenance a noted character earned through years spent on the brine.

He claimed to have invented the swivel rod holder, a creation that gives many anglers an edge over grander-size fish today. Someone else may hold the patent, but I believe him. When we talked billfish, the captain generously shared his knowledge based on a lifetime of observing their behavior. It was advice learned through many battles won and lost.

In February, Amoroso died at the age of 85. Every marina has a man like him, a boater with boundless insight to share. He was ours. And his legend and lessons live on in every seafarer lucky enough to have crossed his path. Fair winds and calm seas, Skipper.

PATRICK SCIACCA
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DANIEL BECERRIL

Love Prestige Yachts.
KAREN WILLIAMS

A putting green would definitely be a unique touch, Jay. Fore!
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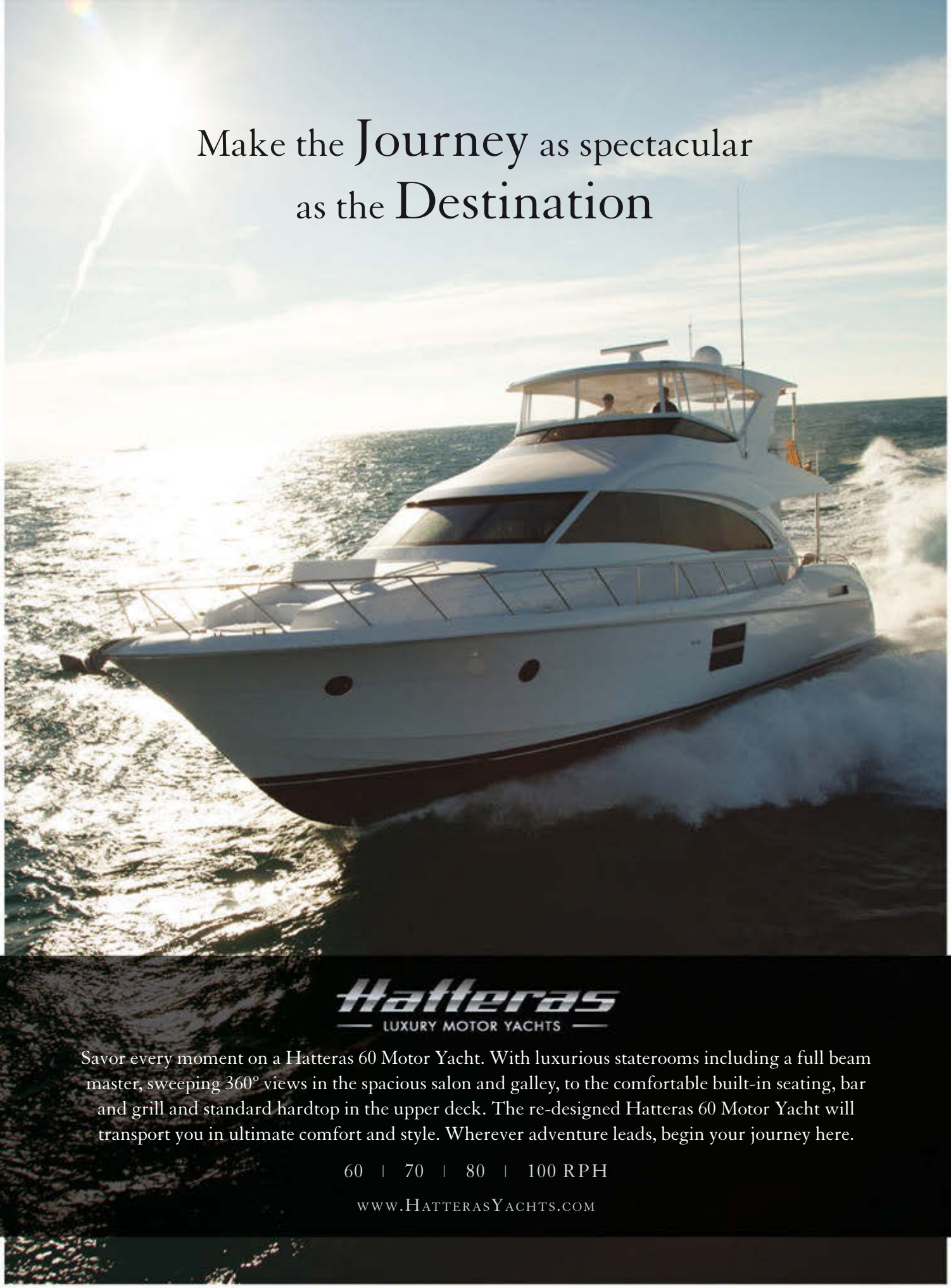
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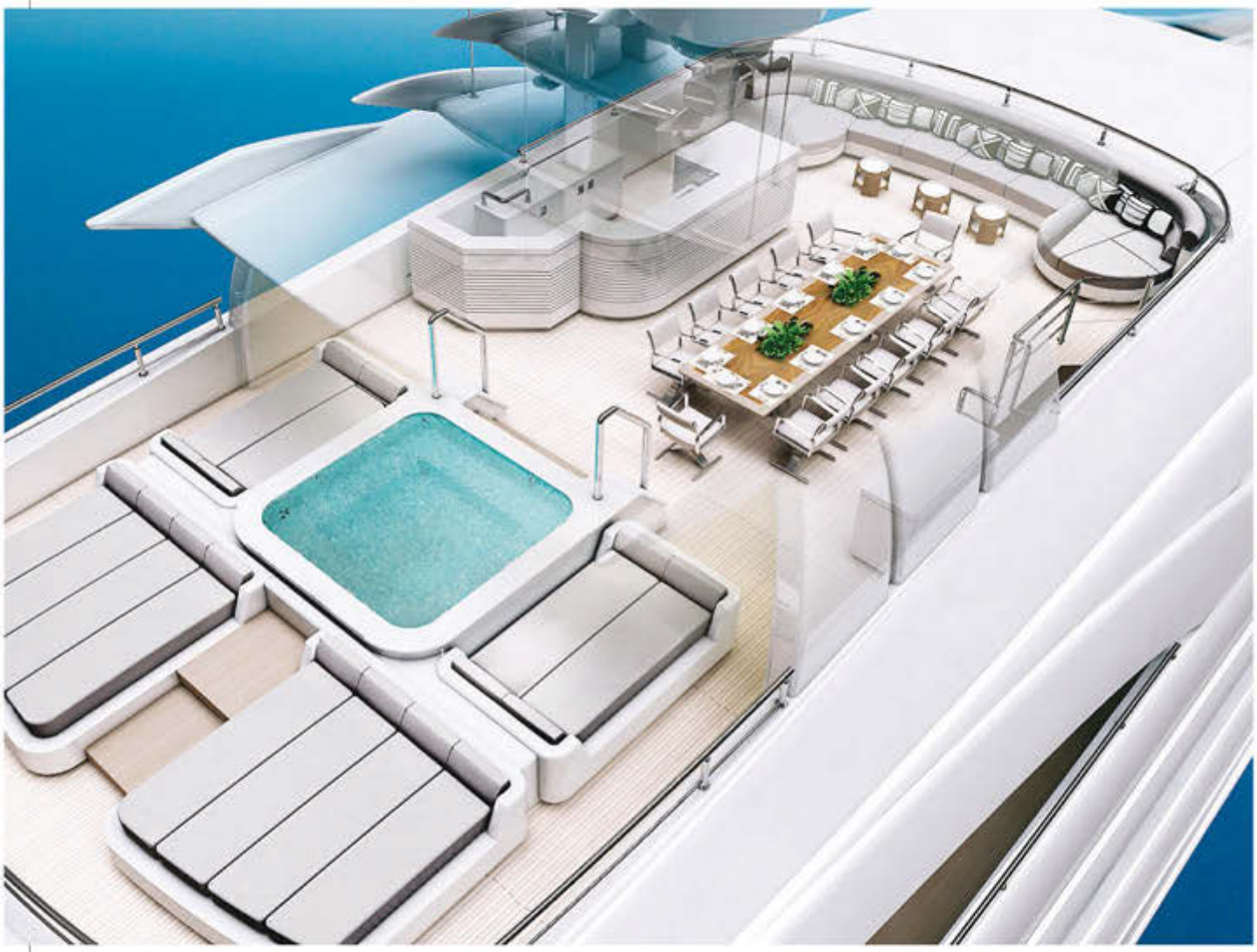

COURTESY ATALANTA GOLDEN YACHTS

GRAND VISIONS MADE REAL

Since buying his first yacht in 1986, the owner of the new 236-foot O'Pari³ *has been dreaming bigger and bigger.*

By Kim Kavin

THE 236-FOOT *O'PARI³* should launch around the time you read this, becoming one of the largest and most sophisticated builds from Golden Yachts in Greece. That's the kind of splash you get when the owner of the shipyard builds himself the boat of his dreams — especially when he's been dreaming for many years.

This owner got his start in the Greek Merchant Marine Academy and earned a master mariner degree there, as well as another maritime degree in London. In 1978, he began a career that would ultimately see him acquiring and managing more than 250 vessels, and that would lead him to buy his first personal yacht, a 105-foot wooden build, in 1986 so he could go cruising with his family.

"I realized that the freedom offered through yacht holidays was the epitome

Designers Giorgio and Stefano Vafiadis kept bulwarks low to ensure great sea views from every spot on the sun deck.

THE **HOT** LIST

THE UPSCALE ANGLER
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50-MEGAPIXEL SENSOR
Hasselblad's H5D-50c Wi-Fi links to your iPhone or iPad. Retail price is $28,500.

of luxury, and that Greece would be the best destination for sea tourism to flourish," he says today. "That is how I became involved in yachting and chartering, and how I contracted my first new build in 1995, *O'Pari*, a 137-foot Intermarine. It was considered the best yacht in the charter business at that time; however, I started dreaming of my next, bigger yacht project almost immediately. My second passion is the yachts' construction."

He bought the Golden Yachts shipyard and began working with contractors worldwide on many projects, always striving for perfection.

"From the first lines of the design until the yacht gets launched, I work very closely with the designer and all the subcontractors," he says. "I travel to Italy to choose the best furniture, materials, the most fashionable fabrics. I like to check everything myself, even the linens and cutlery on board."

About three years ago, with a growing coterie of grandchildren, he began working on plans for *O'Pari*[3], which he sees as the masterpiece of the Golden

Yachts marque. She will have nine guest suites including three full-on masters, a touch-and-go helipad, a gymnasium, a beach club and spa, and a fleet of water toys and smaller boats such as a professional ski boat and a limousine tender.

As with his previous yachts, the owner will offer *O'Pari*[3] for charter. She will be available this summer at a weekly base rate of 495,000 euros (about $538,000 at press time) for 12 to 16 guests.

Also staying true to his life story so far, he knows he's not quite done yet.

"Being a restless spirit, I am already dreaming of my next yacht," he says. "It's still a secret, but stay tuned!"

www.atalantagoldenyachts.com

The sun-deck spa pool (top) is just one area where guests can relax. At anchor, the door forward of the swim platform opens to a spa, steam room and massage room.

COURTESY ATALANTA GOLDEN YACHTS

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Princess Yachts had one of its most successful boat shows ever during February's Miami Yacht & Brokerage Show, with sales of the Princess 68 leading the way. She has the most interior volume of any Princess for a given length, and her galley aft layout allows for indoor and outdoor entertaining. The 68's performance package drives her to a fast, efficient cruising speed in the mid-20-knot range and a top speed in the mid-30-knot range. *princessyachts.com*

BEST OF THE BEST

TERRY HUTCHINSON of Annapolis, Maryland, and Stephanie Roble of East Troy, Wisconsin, were named US Sailing's Rolex Yachtsman and Yachtswoman of the Year during a ceremony in the Model Room at the New York Yacht Club in Manhattan.

Hutchinson, 46, is a repeat winner who also took home the award in 2008. He is the current Rolex Farr 40 and TP52 World Champion, having had a successful sailing year in 2014 after leaving the Artemis Racing team as it prepared for the 35th America's Cup. "In some ways," he said, "it's not how you get knocked down but how you get back up that's going to be the measure."

Roble, 25, was part of the teams that won the 2014 Etchells World Championship and the U.S. Women's Match Racing Championship. She is currently the third-ranked female sailor in the world. "I feel so lucky to be part of a lot of teams," she said. "Teamwork is what I'm in love with right now."

A video podcast of the New York Yacht Club awards luncheon is available at *ussailing.org*.

Stephanie Roble and Terry Hutchinson on the water and at the Manhattan event.

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A SEXY, COOL TOOL

Leatherman's wearable Tread multitool offers infinite possibilities.

By Kim Kavin

FOR AT LEAST 15 YEARS, two things have frustrated Ben Rivera: cellphones and security. Both have made it harder for people to carry his multitools, first when he was the engineer in charge of product development and now that he's president of Leatherman Tool Group. Cellphones took over the spaces on belts and in pockets where a multitool used to be, and since 9/11, security guards have been wary of them.

These issues were in the back of Rivera's mind when he took his family to Disneyland and got stopped by security guards who wanted to take his Skeletool.

The bracelet version of Tread becomes available this month. The watch version is expected to ship this September.

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It's at right, plus a No. 1 Phillips and a 5/16″ box wrench.

CUTTING HOOK
That's on the left. At right is a carbide glass breaker.

THE CLASP
With a bottle opener and a 1/4″ socket drive.

"We had a disagreement," he recalls, "and they escorted me not only off the property, but also almost all the way to my hotel."

The whole trip, he kept reaching for his absent tool. A container of fruit proved frustrating to open. His kids' straws were too long and poked them in the eyes. There had to be a way, he thought, to let people keep their tools.

Within three days of returning to work, he'd drawn the sketches for Tread, which meets airline safety and security requirements. Each link has two or three tools, giving Tread a total of 25 features. Even the clasp is functional, as a bottle opener and more, and the idea is to invent additional links based on customer needs.

"Maybe instead of a watch, there should be a compass," he says. "It doesn't have a knife on it, but it has a little hook-shaped feature that can cut through the airplane peanut bag that you have to fight through and use your teeth on. It has a feature for removing the SIM card from your phone."

Each link is engineered for easy removal as well as smoothness — after testing with "arm hair being pulled out," he says with a laugh. Sleeves won't snag, he promises.

All that's left now is to decide which links to make next. "Tell us why you need it," he says. "We'll figure out how to make it."

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The corrosion-resistant, 17-4 stainless-steel Tread is $150.

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SAVING YESTERDAY

David Olson's passion for vintage items led him on a classic-yacht refit odyssey.

By David Rose

THE WORLD IS FULL of hidden treasures, many of which are discovered, restored and preserved for all to enjoy. Sadly, however, some objects are left to fall into ruin or have otherwise been forgotten. David Olson is one of the guardians of cherished artifacts others have left to disintegrate.

"Over the last 25 years or so, I have bought and restored more than 30 classic wooden boats," said Olson, who lives in Tiburon, California, when he is not at his Lake Tahoe home. His restorations include "the racing boat *Teaser*, which in 1925 (the same year she was built) raced the fastest train in the world at that time, the 20th Century Limited. The race was from New York City to Albany, and *Teaser* got there first, winning by over an hour."

Despite his passion for classic boats, Olson insists he is not a collector: "All of the boats are now in other people's hands or in museums. I'm just happy that I had a small part in saving these pieces of our American heritage."

Olson's latest project, the restoration of the motoryacht *Acania*, took nearly six years, and friends who came to visit during that time were convinced he would never complete the job because of its magnitude. "They would say to me, 'Why would anyone take on such a huge project?'" said Olson, adding with a glowing smile, "but I was able to continue, and I feel I deserve a little pat on the back for that."

This 136-foot vessel — with a 23-foot

The six-year journey David Olson encountered to restore Acania *to her former glory would make Homer jealous.*

TGO PHOTO/MICHELLE GARCIA

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beam, an 8-foot draft and a steel hull that displaces 300 tons — was built in 1930 at Consolidated Shipbuilding in New York. Some say she was for the notorious Chicago gangster Al Capone, and a secret bar and hidden stowage areas give further credence to that story. At the very least, a 6,000-gallon water tank with two valves that lead to nowhere indicate she was likely used for smuggling alcohol during the Prohibition era.

Even without the Capone connection, *Acania*'s past is storied. The Walgreen family acquired the yacht in 1935 and renamed her *Dixonia*, and the U.S. Navy took possession of her during World War II for use in submarine patrolling. In 1947, the vessel was returned to the Walgreen family but was soon sold to a Texas oil tycoon who renamed her *Southern Seas*. Ten years later, a Canadian buyer renamed her *Wild Catter*, and later she was *Campana*, *Liberty* and *Americana* as she cruised for 10 years between New York and Florida as a charter boat. Penultimately, her name was changed to *Star Fjord* in 1995, when Miles Davis bought her and delivered her to San Francisco. By the time Olson found her in 2008, she was ready for the scrapyard. He purchased her and rechristened her *Acania*, her original name.

Olson's restoration interests are not limited to classic yachts. In fact, one of his other passions involves machines with top speeds nearly 150 mph faster than most of his vessels. He is currently racing a March 79 Formula Atlantic in vintage automobile races, most recently the Rolex Monterey Motorsports Reunion (part of Classic Car Week, which takes place on California's Monterey Peninsula every August), in which he raced in a full field of Formula Atlantics. In the 1970s and 1980s Formula Atlantics were the training cars for aspiring Indy Car and Formula 1 drivers.

"I was involved to a degree in motor racing in the 1960s," said Olson, "but then I started a family and got away from it. In 1995, when our two boys went off to college, it was time for me to go out and play again. My first race car was a Lotus 23, and one time when my father came with me to a vintage race at Mazda Raceway Laguna Seca he said to me, 'You know what? These are the same cars that raced here when I used to take you here as a kid.' So that part of it has carried on, because I have brought my sons to the reunion, and now my grandson."

Olson's business career is as diverse as his interest in classic boats and cars. It covers the gamut from steel fabrication to owning shipyards. This year he retired from his position as chairman and CEO of Olson & Co. Steel, and with his newfound leisure time, he intends to enjoy *Acania* and race his cars often. Combining his two passions is not unthinkable: Olson brought *Acania* to Carmel to live aboard while he participated in the Rolex Monterey Motorsports Reunion.

"Regarding my interest in preservation of significant items, I sometimes think I have been reincarnated from the 1930s," said Olson, "because I seem to be stuck in that era mostly. Whether it is an old log cabin in Lake Tahoe or a vintage car or vintage yacht, I feel that I am a caretaker of these treasures for only a certain period of time."

In addition to restoring vintage yachts, Olson is an aficionado of fast cars — really *fast cars.*

TOP TO BOTTOM: TGO PHOTO/MICHELLE GARCIA, STEPHAN COOPER/ROLEX

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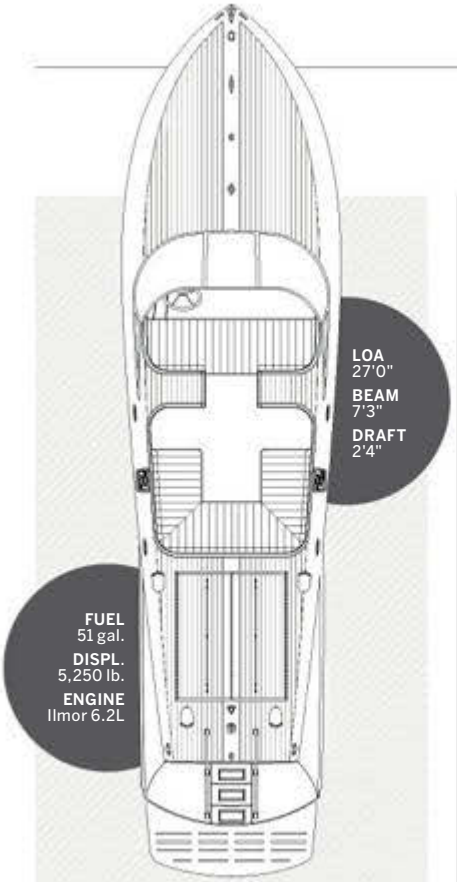
THE KROGEN 39' THE KROGEN 44' THE KROGEN 48' THE KROGEN 52' THE KROGEN 55' THE KROGEN 58'



FAST COMPANY

Power for the Hacker-Craft Sport 27 is a 430-horsepower, 6.2-liter engine from Ilmor Engineering, a company best known for its precision-engineered custom automotive and marine racing engines. The 27's top speed is expected to be in the 35-knot range.

MODERN CLASSIC

By John Wooldridge

WITH ITS PLANK decks, wooden transom and classic swim platform, the Hacker-Craft Sport 27 exudes the kind of handcrafted quality and finish that sends wooden-boat fans into a swoon of appreciation — but this one's hull is fiberglass.

"We're building the Sport 27 in fiberglass because some of our customers wanted to take their runabouts to warmer climes — Florida, Chesapeake Bay, Southern California — and not have to worry so much about upkeep or repair," said George Badcock, president and CEO of the Hacker Boat Co. "Regular varnishing is a necessity with our mahogany boats, and they're much more complicated [than fiberglass boats] to repair."

The company recently displayed a Sport 27 at the Miami Yacht & Brokerage Show. The price: $325,240. A second 27 Sport was already in production.

Each boat is custom, and the first one had options including a premium stereo with four speakers and Bluetooth, a depth sounder, a swim platform and boarding package, a brightly finished engine compartment, underwater LED lighting and a bow thruster to enhance close-quarters maneuvering.

Hacker-Craft builds the hull with layers of epoxy and fiberglass cloth. The outer layer is faired and then finished with Awlgrip, and the hull has a five-year limited warranty.

Hacker-Craft Boats, 866-540-5546; hackerboat.com

The iconic Hacker-Craft wheel graces the handcrafted mahogany helm.

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Photo by Neil Rabinowitz

CARVER C43 COUPE
SHEER ELEGANCE

COOL COUPE

By Patrick Sciacca

THE CARVER YACHTS C37 introduced the brand's fans to the modern mid-size coupe market. Building on its success and looking to reach those enthusiasts seeking something a little bigger, the builder offers a new flagship, the C43 Coupe. And she goes beyond having a sleek profile.

This express cruiser is ready for the sea with a solid build. Carver uses both hand-laid fiberglass and a resin-infusion setup to optimize the yacht's overall strength without added weight.

This will come in handy to make the most of the C43's power plants. Owners can choose standard twin 380-horsepower or larger 480-horsepower Cummins diesels. A joystick, and bow and stern thruster options, should enhance close-quarters maneuvering.

Whether you have the need for speed or enjoy life on the water at a slower pace, you'll be cruising in luxury on board this vessel.

In addition to her spacious forepeak master stateroom with 6-foot-6-inch headroom, there's space for the kids in a twin-berth guest stateroom abaft and to starboard. For overnight guests, the salon has a high-low table with a filler cushion.

If you like to entertain, cockpit options include an ice maker, refrigerator and table. Sun too hot? A cockpit shade is optional. Or take a dip off the nearly full-beam integrated fiberglass swim platform. Did someone say cannonball?

Carver Yachts, 920-822-3214; carveryachts.com

Open the salon doors to create an engaging indoor-outdoor space.

LOA
42'10"
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FINE POINTS

SEAMLESS
The Carver C43's salon sports one-level living, connecting to the cockpit via glass doors. Headroom is a voluminous 6 feet 8 inches.

LUSH LIVING
The 43's forepeak master offers a queen-size, step-up berth. An en suite head has an acrylic-door shower stall and glass-tile backsplash.

WHAT A VIEW
A galley-up plan gives the chef great vistas out the side windows, and he's also in optimal position to serve guests at the table across the way.

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SIRENA MARINE

THE "OTHER" MED

By Kim Kavin

MONTENEGRO IS kind of like the girl you didn't invite to the dance, but realized you should have the minute you saw her all dressed up.

Neighboring Croatia, to Montenegro's north on the Adriatic coast, has for quite a few years now been a hot spot for luxury yacht charter. Montenegro is usually pitched to clients as a pickup base, a port of call outside the European Union (which can mean thousands in savings on value-added tax for a charter that includes Croatian waters).

A funny thing happened, though, on the way through the tax loophole: Montenegro started to get noticed. Charter guests looked over the aft deck railing and thought, *That's an interesting-looking medieval town I'd like to explore.* White-sand beaches including the more than 8-mile-long Velika Plaža seemed awfully enticing. The Bay of Kotor, which cuts through the Dinaric Alps, offered views that some charter clients have compared with the grandeur of Alaska.

And the best, most likely, is yet to come. Montenegro is just now coming into its own following the dissolution of Yugoslavia and, later, a breakaway from Serbia. Montenegro has been independent since 2006, and investments are being made to upgrade everything from roadways to airports, all part of a plan to make the nation *the* luxury tourism spot of the East Mediterranean.

For yachts, the place to be is Porto Montenegro in Tivat. It's a former naval shipyard being rehabilitated into a luxury marina and resort, reportedly with well-known investors from Europe, Russia and North America. Some 400 marina berths can host yachts up to 590 feet; the on-site village includes more than 50 upscale stores, restaurants and beauty salons; and the hotel and private residences promise posh living spaces.

A great complement to a yacht charter? You bet — and a destination still blossoming into a true beauty.

THE BAY OF KOTOR (right) used to be called Europe's southernmost fjord, with views that rival some in Alaska and Norway. The bay is more than 17 miles long and has been inhabited for centuries, with medieval towns including Kotor and Tivat being well preserved and great to tour. **PORTO MONTENEGRO** (top) has a marina that can accommodate superyachts, with on-site customs and immigration offices, maintenance facilities and a shop offering tax-free wine and spirits. Edmiston and Company opened a temporary office here in summer 2014 to meet growing demand for charters. **CRUISING THE BAY** (above, middle) is a favorite pastime for local boaters as well as visiting charter guests. Some cruisers come across the Adriatic Sea from Venice, bringing Italian style with them. **THE INFINITY POOL** (above, bottom) is more than 200 feet long at Lido Mar, a members-only club at Porto Montenegro. Marina guests and visiting VIPs are welcome.

GETTING THERE

FAMILY-FRIENDLY
Annabel II has an ideal layout for family charters. Her master has a king-size bed, her VIP has a queen, and the two remaining cabins have twins with pullman berths for the kids.

AWARD-WINNING
Arkley is one of the most luxurious superyachts for charter anywhere in the Mediterranean. Her amenities include a cinema, gymnasium and PADI scuba diving school.

REFIT AND READY
Don't let the 1993 build year on *Eclipse* fool you. Her 2008 refit was substantial, and her art deco interior decor by Terence Disdale is as opulent as it is comfortable. Also noteworthy is that she has a nanny cabin.

WORLD TESTED
Exuma was built for an owner who likes to explore, and he has taken her everywhere from the South Pacific and Southeast Asia to Madagascar and beyond. Her crew are always ready for an adventure.

NEW AND NOTEWORTHY
Launched in 2014, *Gatsby* is one of the smaller motoryachts that can accommodate 12 guests in six staterooms. The owner's suite comprises the full upper deck.

ANNABEL II
This Horizon 97 charters at a weekly base rate of about $47,500 through CharterWorld.

ARKLEY
Imperial Yachts offers this 196-foot Lürssen at a lowest weekly base rate of about $480,000.

ECLIPSE
This 141-foot Feadship charters through Camper & Nicholsons at a base rate of about $140,000.

EXUMA
Fraser Yachts Worldwide offers this 163-foot Picchiotti at a weekly base rate of about $211,000.

GATSBY
This 98-foot Filippetti has a base rate of about $89,000 with Yachting Partners International.

WHICH FLAG TO FLY?

Registering your yacht in a foreign port has benefits, but is it for you?

By Glen Justice

YOU DON'T have to look hard in many marinas to find some mega-beauty flying the sunburst-on-blue flag of the Marshall Islands. Or the Union Jack and crest of the British Virgin Islands.

Indeed, a lot of foreign flags are flying on yachts these days. What happened to the stars and stripes? In many cases, it has been priced off the transom.

Registering and licensing a vessel in a foreign country, or "foreign flagging," as some call it, can be a way to cut expenses. For owners willing to take certain steps, most of which involve a good lawyer, it can decrease the cost of ownership and increase flexibility in terms of how you run your yacht.

So does that mean you should do it? Here's my take: not unless you have a compelling reason.

I'm not a vessel documentation expert or a lawyer. Nor am I saying there's anything wrong with using a yacht registry. But I do

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believe strongly in one of the central tenets of good seamanship: simplicity.

Anything that requires you to establish a foreign corporation and employ a maritime lawyer, or any lawyer, for more than the absolute minimum amount of time runs counter to the spirit of owning a yacht, which is all about enjoying yourself.

In short, this isn't taking a mortgage interest deduction on your second home. This is a sophisticated strategy that requires some expertise. "You need to be aware that you are forming an entity in a foreign country, and you need to maintain it," said one source with 30 years of experience documenting vessels. "You need a good reason to want to do it."

Of course, I have an open mind, and I understand there may well be some good reasons. So I went in search of someone to argue with me. James Perry, the managing partner of Perry & Neblett, an admiralty and maritime law firm in south Florida, was just the guy.

Perry has been helping yacht owners flag their vessels for more than two decades, and he summed up his argument in the first few minutes. "It's a universal thing," he said. "It's called saving money." He went on to describe a torrent of variables that could cause one to look abroad. You might be a foreign national. You might be buying a boat made elsewhere and looking to avoid the duty fees. You might want to keep the boat in charter overseas. You may want to hire a foreign crew.

All are cases, Perry says, in which foreign flagging is a solid option. "There are a million compelling reasons," he said. "Ultimately, they all come down to money."

Perry argues that it makes sense to minimize all the costs you can on an asset most people own for less than five years. As he put it, "There's a reason the rich are rich."

So, am I converted? Well, I agree that we all hate maintenance and operating costs. And there's no doubt they can be mega when your boat is the same. But the truth is that, if you can afford the yacht, you can generally afford the rest. And that means you have options.

If your advisers present you with a compelling reason to use a yacht registry, and it sounds right to you, go ahead. You'll be in good company. But if it makes you uncomfortable, give yourself a break, pay the extra money, let Old Glory fly, and feel good about it.

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DEFINED BY LIGHT

THE ARCADIA 85 BLENDS THE LUXURY OF A SUPERYACHT WITH LEADING-EDGE TECHNOLOGIES FOR GREENER VOYAGING.

BY JOHN WOOLDRIDGE

S

SOMETHING WONDERFUL happened as the Arcadia 85 idled out of her Palm Harbor Marina slip in Palm Beach, Florida. I was walking from the pilothouse, far forward, through the spacious salon when the captain slowly pivoted the yacht 90 degrees in the fairway. The near-noon light flooding into the salon, parsed by the grids of solar cells sandwiched between the low-emission glass overhead panels, rotated with the motion of the boat. It was a moment of transitory beauty, almost theatrical in the way it redefined all of the Poltrona Frau Group furnishings and the varied surfaces it touched and changed as it moved.

The moment reminded me of a favorite quote by American architect Louis Kahn: "We are born of light. The seasons are felt through light. We only know the world as it is evoked by light."

Kahn would have enjoyed this moment, and indeed, the very structure creating it. Nothing about the deckhouse shape and its materials is obscured. If anything, this design from the drawing board of Francesco Guida highlights the yacht's uniquely functional purpose and sets a style and tone that are truly head-turning. The fit and finish are superbly well done too.

Thirteen photovoltaic solar panels can produce 4 kW of power. This energy is conveyed to the house batteries through three charging controllers. A 2.5 kW Mastervolt inverter provides 110-volt power to the fridge and ice maker, AV systems, satellite TV antenna and more, with no gensets needed.

Custom blinds open by remote control, flooding the salon (main) with overhead light or shading the pilothouse (left) to aid screen viewing.

"WE ARE BORN OF LIGHT. THE SEASONS ARE FELT THROUGH LIGHT. WE ONLY KNOW THE WORLD AS IT IS EVOKED BY LIGHT." – LOUIS KAHN, ARCHITECT

Arcadia Yachts began in 2007 when its founder, Ugo Pellegrino, saw Guida's conceptual drawings for a series of luxury yachts designed to operate efficiently, have a smaller carbon footprint than traditional yachts of the same size, and offer living spaces comparable to those on larger builds, said Dean B. Young, who heads the Arcadia project for HMY Yachts. Our test boat was Hull No. 8 in the 85 series, and she was tailored for the U.S. market under Young's watch. For instance, HMY specified increased air-conditioning capacity of 180,000 Btu, twice the European version's generating capacity with two 25 kW, 60 Hz Kohler gensets and a U.S.-compatible electrical system, Young said.

As we headed for Lake Worth Inlet on a brilliantly sunny March day, temperatures throughout the boat were nothing but comfortable. I stepped out of the salon onto the aft deck, and a strong southwest breeze swept the area with the smell of clean salt water. From the salon's aft bulkhead to the transom, there were multiple weather-protected seating choices for privacy or entertainment, whichever is desired.

The aluminum superstructure here included a solid roof that shaded a long table for eight and, farther aft, an open arrangement of lounge chairs, three of which were in the sunshine. Two patio shades, lowered for our open-ocean run, stood ready to protect family and guests on sun-intense days. Imagine the alfresco meals.

Twin 730-horsepower MAN R6 diesels located well aft idled us along at 6 knots while burning four gallons per hour, and our test vessel topped

In addition to the formal dining area adjoining the salon seating, there is an alfresco entertaining and dining area on the aft deck, forward of the C-shaped seating (above). The master stateroom takes advantage of the Arcadia 85's nearly 23.5-foot beam, with an apartment-size living area and a full-width bathroom. Note the contemporary feel.

out at 16.9 knots with her motors burning 77 gph. Running at an economical 12.2 knots and burning 24 gph, the Arcadia 85 had a theoretical range of 714 nautical miles with a 10 percent fuel reserve.

The semidisplacement hull form produced a comfortable ride thanks to its deep forefoot and substantial chines, supplemented by TRACStar zero-speed stabilizers. I definitely appreciated the solid, not to mention luxurious, teak-planked surfaces underfoot on exterior decks, which were installed with great care — good-looking and good footing decks in wet sea conditions.

As I toured the main and lower decks, I marveled at the amount of influence that Guida and his staff brought to bear. Lacquered surfaces, leather coverings, light fixtures, door handles, even slate walls in the passageway leading down to the accommodations level — all are selected for complementary style and textures that delight the eye and the touch of fingers.

Our test boat had crew quarters in the bow, accessed from the pilothouse, with three guest cabins and a master stateroom accessed from the portside stairs. The master takes full advantage of the amidships 23-plus-foot beam.

Immediately abaft the pilothouse, separated by a bulkhead, this optional layout had a galley with sliding-door access to both side decks. I imagined doing meal preparation on pleasant days with both doors open, and it seemed to me that this was a great place to be a cook. This yacht also had a formal dining area adjoining the salon.

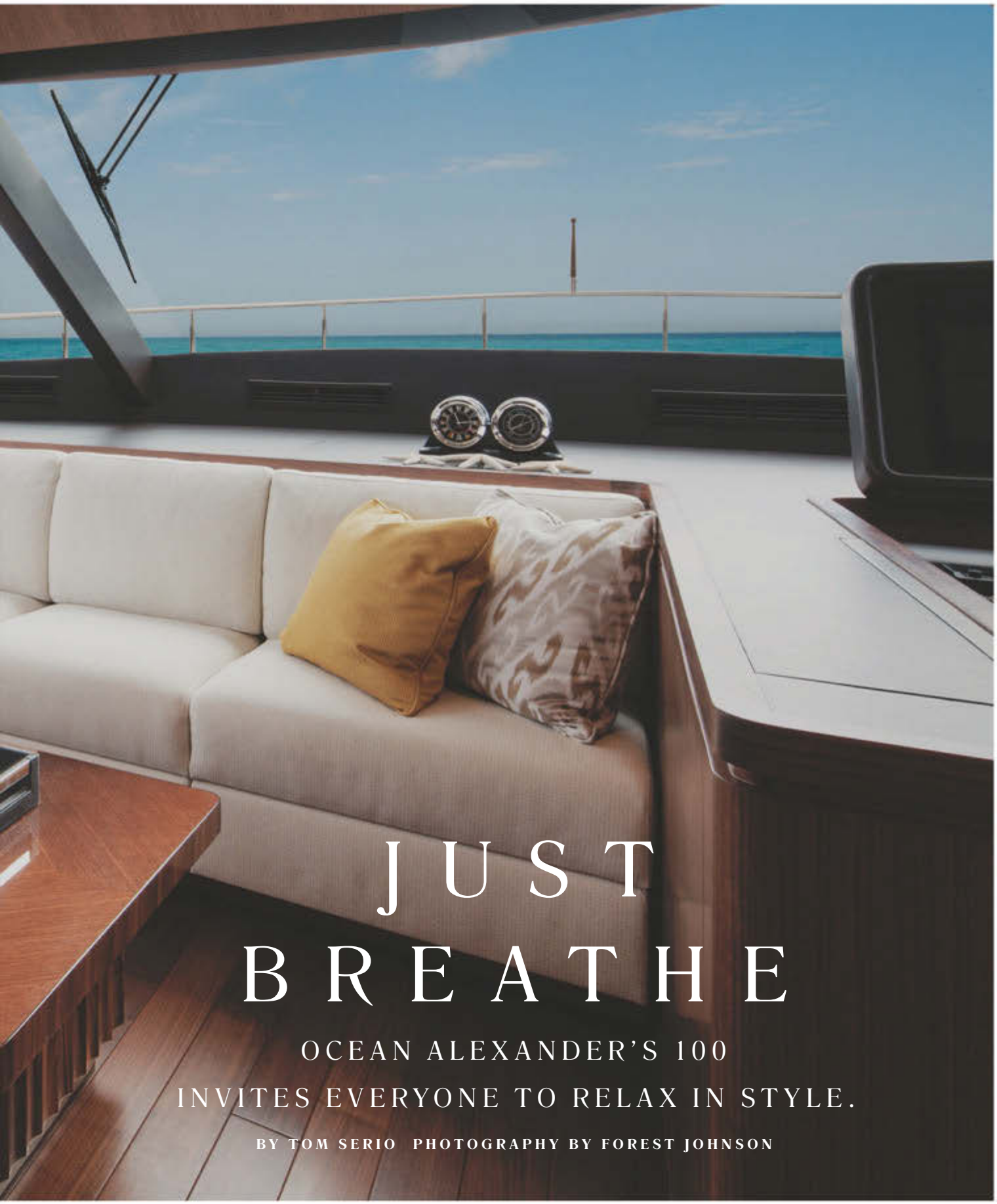
The 85 has numerous other noteworthy features, including a spacious engine room and a garage to house a RIB or two-person PWC, but her real focus is the efficient use of fossil fuels as well as solar technology — harnessing forward-thinking design for more eco-friendly yachting.

HMY Yachts, 561-833-6060; hmy.com.

KEEPING IT LIGHT AND STRONG: BENEATH THE SKIN

Arcadia builds the 85's hull and main deck using quality gelcoat and multiple laminations of fiberglass, employing unidirectionals, biaxials and combination mats where specified. The first three layers are laminated with vinylester resin followed by layers of isophthalic resin. PVC coring in the sides adds stiffness without excess weight. Aluminum and double-glazed glass form the vessel's pilothouse and salon ceilings. — *J.W.*

If you prefer your voyage with a view, may we suggest the cocktail-ready forward lounge on board the Ocean Alexander 100?



JUST BREATHE

OCEAN ALEXANDER'S 100 INVITES EVERYONE TO RELAX IN STYLE.

BY TOM SERIO PHOTOGRAPHY BY FOREST JOHNSON

A NORTH WIND was honking around 25 knots outside. Inside at the marina, a fresh breeze pinned the Ocean Alexander 100 to the dock, sideways. I've seen larger yachts remain tied up in conditions like this, but not today. Capt. Steve Wegner effortlessly maneuvered the craft with the help of the 45-horsepower Side-Power bow thruster and twin 1,950-horsepower Caterpillar C32 ACERT diesel engines. The magnitude of this 100-footer was readily apparent.

Ocean Alexander's 100 Motoryacht fits right into the midsection of the builder's range, which starts at 72 feet and runs up to a 155-foot megayacht. Ocean Alexander also allows owners an impressive level of customization.

Also quickly apparent was that this yacht is all about relaxation. Not only are the form and function conducive to reducing — nay, removing — tension and anxiety, but the 100 offers a classic approach to solving stress-inducing issues. Despite 3- to 5-foot seas and windy conditions, we remained dry on the open bridge deck. The OA100's bow flare is subtle, but effective. Put the pointy end into the waves and the water parts ways, without the expected level of pitching. A rub rail doubles as a knockdown rail, and water is thrown away from the bow. Side-Power stabilizers eliminated the roll, enhancing the pleasure factor.

Running the motors through a series of rpm intervals, I found the sweet spot for cruising around 18 to 20 knots. At 1,800 rpm, the OA100 does around 16.9 knots with the Cats burning 110 gallons per hour, total. I pushed the motors to 2,100 rpm, and they drank about 176 gph at 20.5 knots. This 229,000-pound vessel made 23-plus knots, which was an impressive velocity considering the lumpy sea state. Her 4,000-gallon fuel capacity gives her a best range of 1,100 nautical miles at 12.5 knots while the motors burn 34 gph, and considering a 25 percent reserve. She's inviting in terms of livability too, thanks to designer Evan K. Marshall. On the covered aft deck, a U-shaped settee is flanked by a high-gloss wood table, accompanied by a starboard-side tiered wet bar (twin barstools are optional).

Inside, the open layout is striking with the salon's large panoramic side windows and low-profile furnishings. Salon seating is a U-shaped settee to port and twin barrel chairs with center wood coffee table. Forward is a formal dining table with service for eight. Dividing the salon from the dining area is a low credenza, which follows the height requirements of the dining chairs, starboard cabinetry and all furnishings; doesn't impede the flow of ambient lighting; and keeps the view open.

Another feature of designed-in form and function is the galley. A U-shaped layout is typical, but add the aft bulkhead separated by a walkway aisle and a forward breakfast nook, and you've maximized the usage while minimizing required real estate. Along the aft bulkhead are the full-height, side-by-side Sub-Zero fridge and freezer next to a Thermador

UPPER HELM: COMMAND PERFORMANCE

Short of cruising in a hurricane, most of the operation on the 100 will be performed at the flybridge helm. It has great visibility thanks to the house and flybridge positioned forward. The helm has a floating pod-display stand and three Stidd helm seats, making this where the action is. Seating is comfortable for the long runs and spacious enough for crew to move around easily. With minimal intrusion into a guest area, one can be with the captain in the flanking seats or far enough away to feel separated from the crew. — *T.S.*

Ready to go the distance? The Ocean Alexander 100 can cruise for more than 1,100 nautical miles at 12.5 knots.

GETTING AROUND: MINIMAL INTRUSION, MAXIMUM ACCESS

The design of the salon and dining areas creates a straight-through walkway to starboard, negating the need to walk past owners or guests relaxing on the couch or at the table. Using full walk-around side decks as well as port and starboard side doors, crew can traverse the yacht outside or load provisions without impeding or interrupting activities. Stylish dual staircases at the stern reduce traffic clogs to the swim platform. — *T.S.*

Note the sense of openness created by those long side windows and the salon's unobstructed floor plan.

DESPITE THE 3- TO 5-FOOT SEAS AND WINDY CONDITIONS, WE REMAINED DRY ON THE OPEN BRIDGE DECK. THE OA100'S BOW FLARE IS SUBTLE, BUT EFFECTIVE.

Opposite, top, left to right: A formal dining space offers the feeling of separation without being compartmentalized. High bulwarks and rails ensure safe travel up and down the side decks. Eye-catching granite accents the guest-ready galley.

range and Viking microwave, all in their own cove next to the wine cooler. The chef can stand at the stove, cook the meal and rotate to plate the food, which is then whisked to the dining room. Service to the aft deck is via the portside door and down the full side deck, keeping the feeding operation out of the owner and guest space. Cleanup is just as easy thanks to acres of counter space, a Franke sink and Fisher & Paykel dishwasher drawers.

Enjoy the morning cup of joe at the breakfast nook, complete with unimpeded vistas thanks to large windshields and side windows. Or nestle into the forward portside L-shaped dinette for a bite or to stretch out. This is also a great spot to unwind if the captain has to run the yacht from the lower helm, to starboard. Creating a compact helm allows for more usable interior space, especially since this station will be used only occasionally. It's fully configured with Furuno electronics, controls and a floating display pod, and it's finished in wood and Ultraleather so it blends in elegantly.

The OA100 has four staterooms belowdecks and carries the wood and stone finish throughout. Amidships is a full-beam (23-foot) master with hull-side windows, his and her heads with central shower, a 50-inch LCD TV, a king-size berth and walk-in closets. On either side of the forward companionway are guest staterooms with en suite heads and twin berths. The forepeak VIP has an en suite head and queen berth. All heads incorporate the builder's proprietary Crystal Shower, with superior transparency crystal-clear glass doors.

Relaxation hits a high note on the flybridge. There's the portside wet bar with fridge and freezer, built-in grill and five bar stools. Or just kick back on the U-shaped settee to starboard with table for lunch or alfresco dining under the stars. For those who played too much or not enough, a four-person spa has enough jets to soothe any pain, pretty much anywhere. Stow the 15-foot tender or other water toys aft with the 2,500-pound Steelhead Marine hydraulic crane. Or opt for more lounge chairs.

Shade or sun, Ocean Alexander has you covered. Forward is a retractable shade built into the hardtop. Even with an open bridge, the shade is a cool option, especially for observing heavenly bodies. Farther aft are two fitted sun screens that attach to poles and extend from the hardtop for days that warrant outdoor lounging without burning up.

Because the OA100 was designed for private or charter use, crew quarters are aft, including rooms for the captain and a couple of crew.

If you try to measure the virtues of this yacht, there certainly will be too many to count. Just rely on the fact that in a hustle-and-bustle world, you can relax again, and the Ocean Alexander 100 will get you there.

Ocean AlexanderYachts; oceanalexander.com

CONSTRUCTION: OBSESSING OVER EXCELLENCE

Ocean Alexander uses the best processes and products to build its yachts. From the 3-D modeling that includes Finite Element Analysis — highlighting virtually any structural or performance issues before build-out — to carbon-fiber materials to ensure extreme strength, to seamless tubing for grab-rail design and durability, the staff obsesses about creating top-notch yachts ready to cruise blue water. — *T.S.*

ON HER

SOME BOATERS WISH THEY COULD LEAVE THE REAL WORLD

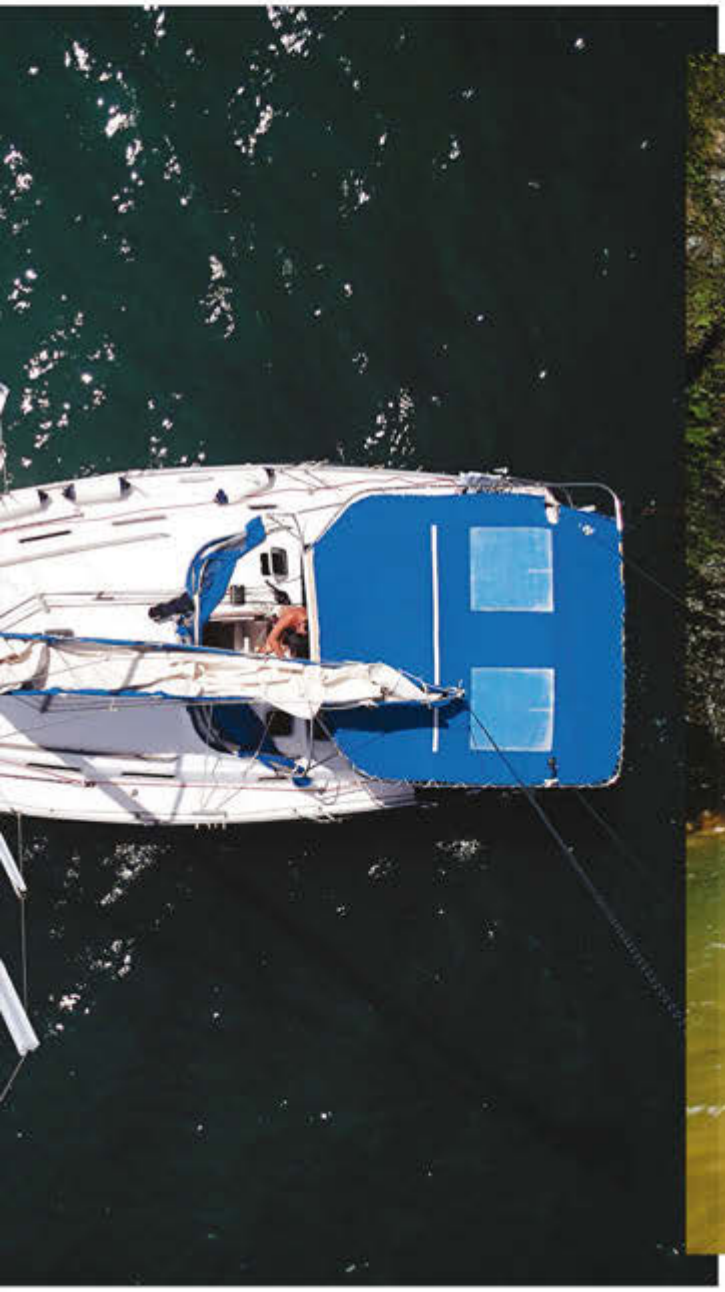
DREAM IT
LIVE IT

Left to right: A yearlong cruise takes a leap of faith, like this leap off the wrecked *SS Sapona*. The view is sweet from the top of the 393 Beneteau *Free Spearit*. This waterfall on Dominica looks worth the trip.

TERMS

FAR BEHIND. **THIS CRUISER QUIT HER JOB AND DID IT.**

BY PATRICK SCIACCA



A RAIN-SOAKED HIGHWAY CHANGED EVERYTHING.

LIVING LARGE

Clockwise from left: Look out below! Making a splash off Bimini. Snorkeling in Staniel Cay at the *Thunderball* Grotto of James Bond fame. Appreciating architecture in Basse-Terre, Guadeloupe's capital city.

Jessica Anderson, until that day, lived her life the way many of us do. She drove the same route back and forth five days a week to work, in her case as a scientist focused on brain cancer research. She liked her job. She had a condo. Anderson was, by all accounts, living a happy and fulfilling life.

And then, on a Friday afternoon in 2010 near Jupiter, Florida, she was heading home during a downpour. Her commute on the busy stretch of Interstate 95 was a treacherous, wet mess. Her vehicle hydroplaned across all five lanes and was struck three times, twice in the front by other cars and once in the back by a semitrailer truck. "When the truck was coming at me, I knew I was going to die," Anderson recalls today, wide-eyed.

Oftentimes, people who have traumatic experiences like Anderson's talk about their lives flashing before them. In her case, it wasn't her life that came into view; she instead saw everything she was never going to get to do, including loading up a boat and leaving the everyday behind for full-time cruising in the Bahamas and Caribbean.

Police at the scene told her she was lucky to walk away — and walk she did, out of the life she'd always known and toward the one she'd envisioned while sitting dazed in that mangled car. Anderson and her partner, Daryl Grimm, a Web developer, had owned powerboats and sailboats but hadn't lived aboard. To make Anderson's vision a reality, the couple began a two-year transition from life on land to one at sea, including starting an online marine marketplace business they could run while offshore.

The duo also studied route options, weather patterns and the best times to cross certain waterways, and made estimates on fuel, water and electric usage. Anderson and Grimm are avid breath-hold spearfishing enthusiasts (he can dive to 100 feet without scuba gear) who planned to catch dinner whenever possible, helping to keep provisioning costs low.

They also considered the requirements of their third crew member, a beloved yellow Labrador retriever called Sugar. This canine is a certified service dog, which was helpful when it came to plane travel en route to pick up their vessel in St. Thomas and when coming ashore in certain countries, says Anderson. (She advises cruisers traveling with four-legged friends who want to avoid potentially lengthy quarantine issues to stick to the dog-friendly Bahamas.)

When looking for the right boat, Anderson says, she knew they wanted to go with a sailboat and equip it with solar panels and a wind generator to help remain self-sufficient. It turned out that a Beneteau 393 checked all of the required boxes for their trip, and they dubbed her *Free Spearit*. The 393 came in two versions: an owner's with two cabins and a charterer's with three cabins. Anticipating guests on board throughout the voyage, the couple opted for the charter layout. (Sugar agreed emphatically with this setup.)

"We knew it was a good blue-water boat," Anderson says, adding that a surprising benefit was that, like all of the other charter 393s, *Free Spearit* came with a matching set of cups, saucers, plates and the like. Occasionally when free diving, they would come across replacement pieces that bareboaters had dropped into the drink.

LIFE AT SEA

A stunning hilltop view of a mooring field in St. Martin (center). This is how you ride a horse in St. Thomas (top). Anderson and her Labrador, Sugar, in the British Virgin Islands before exploring the wreck of RMS *Rhone,* which is part of the only national marine park in the BVI. The ship sank off Salt Island in 1867.

Anderson says that, after preparing for what she and Grimm thought would be a sporty crossing of the Mona Passage between Puerto Rico and the Dominican Republic, they instead encountered flat-calm seas the whole way and had to run the motor for two days to make landfall.

Anderson and Grimm both love spearfishing. When they cruised through prime lobster grounds like this one in Rum Cay, Bahamas, their dinner was often just a breath hold away. Got butter sauce?

WORK 'N' PLAY

To allow themselves time for relaxing on St. Martin's Tintamarre Island (above) and eating fruit off the trees in Dominica (right), Anderson and Grimm launched an online marine marketplace business they ran from their boat. All they required were Wi-Fi and a dream.

Before leaving the dock in fall 2012, Anderson and Grimm had a chance to learn about close-quarters living when they rented out their condo three months before setting sail. They were homeless, a problem they resolved by buying a Winnebago and living in a state park until it was time to cast off their lines.

Their pre-cruise story is almost as interesting as the voyage's start. Just four days after they closed on the purchase of *Free Spearit* in St. Thomas, U.S. Virgin Islands, they endured a hurricane — and rode it out on board.

After those first tempestuous days, the couple had a mostly weather-friendly, yearlong adventure, aside from riding an 18- to 20-foot swell while traveling up from the Dominican Republic to the Bahamas. "It was a huge swell that lasted two days," Anderson tells me.

This cruiser especially enjoyed the night they spent in the bioluminescent bay off Vieques Island in Puerto Rico. "It's the brightest one in the world," she says, still excited long after leaving. She also has fond memories of Christmas and New Year's in St. Martin, which she describes as, simply, "beautiful." Diving for dinner was a regular occurrence, and they saw countless sunshine-filled beach days as well as hours spent drifting and dreaming.

But mostly, this cruise was about living boldly, about taking a chance and seizing and savoring life's opportunities.

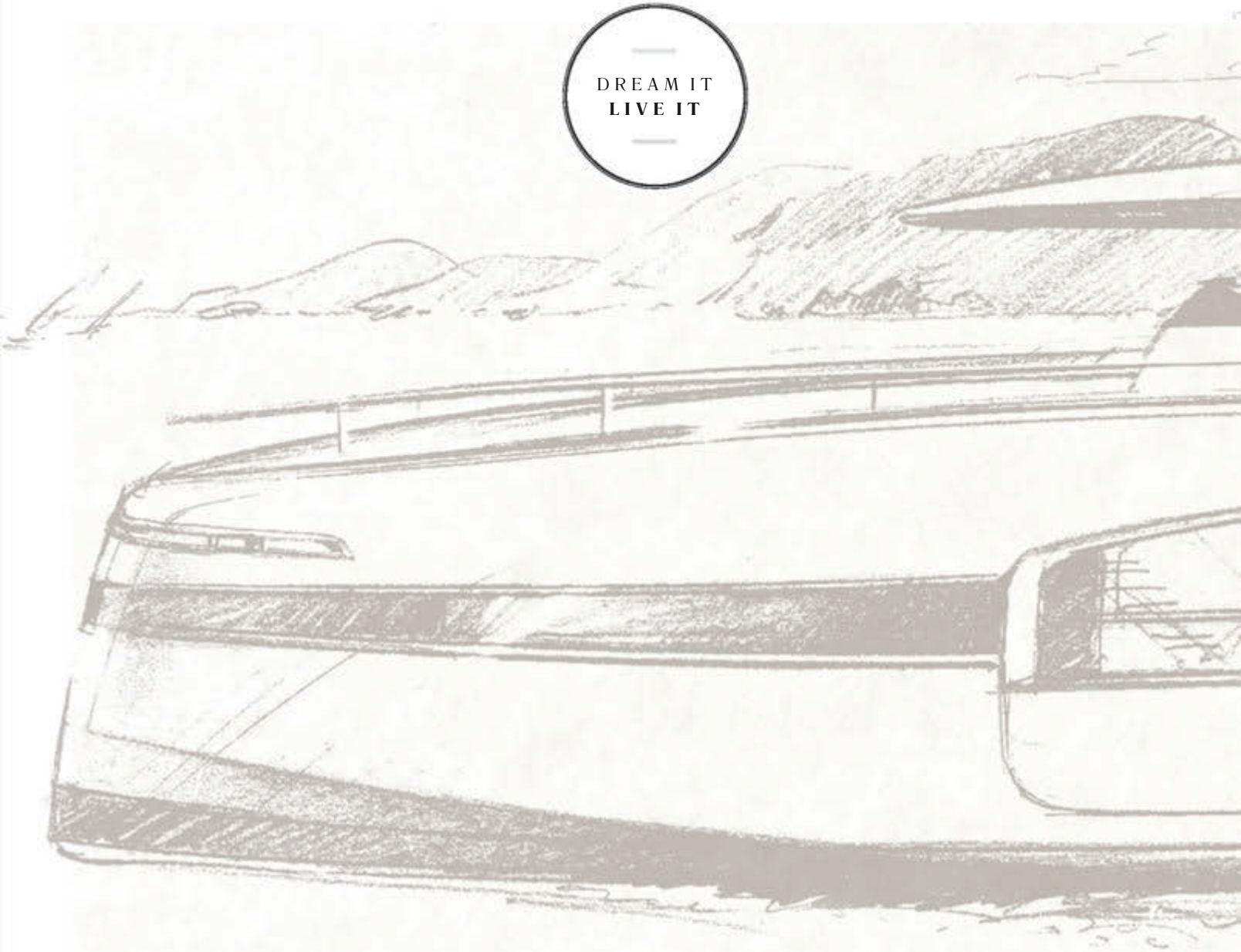
Anderson and Grimm returned to shore and sold *Free Spearit* in 2014. They took full-time jobs and still run their online business. Their trip, as they see it, was just the beginning. The couple is looking at catamarans and seeking to go farther the next time around. Anderson foresees a circumnavigation too.

And if this sailor imagines it, you can bet it's going to happen.

KNOW BEFORE YOU GO: JESSICA ANDERSON'S CRUISING TIPS

1. Plan a budget that covers daily expenses and on-island travel, as well as unforeseen incidents including boat repairs and flights home for emergencies. **2.** Expect and plan for guests, and be prepared to lay down ground rules ahead of time that will keep them safe and stem unreasonable expectations. **3.** Have a loose plan, and be flexible. Mother Nature is your guide, and she doesn't always have the same plan as you do. **4.** Your dinghy is your lifeline to fun and exploration (both on land and at sea). Invest in a good one. **5.** Redundancy can save you from a bad day. Bring an extra of anything that can break or be dropped overboard (flashlights, tools, fin and mask straps, and engine parts, to name a few).

DREAM IT
LIVE IT

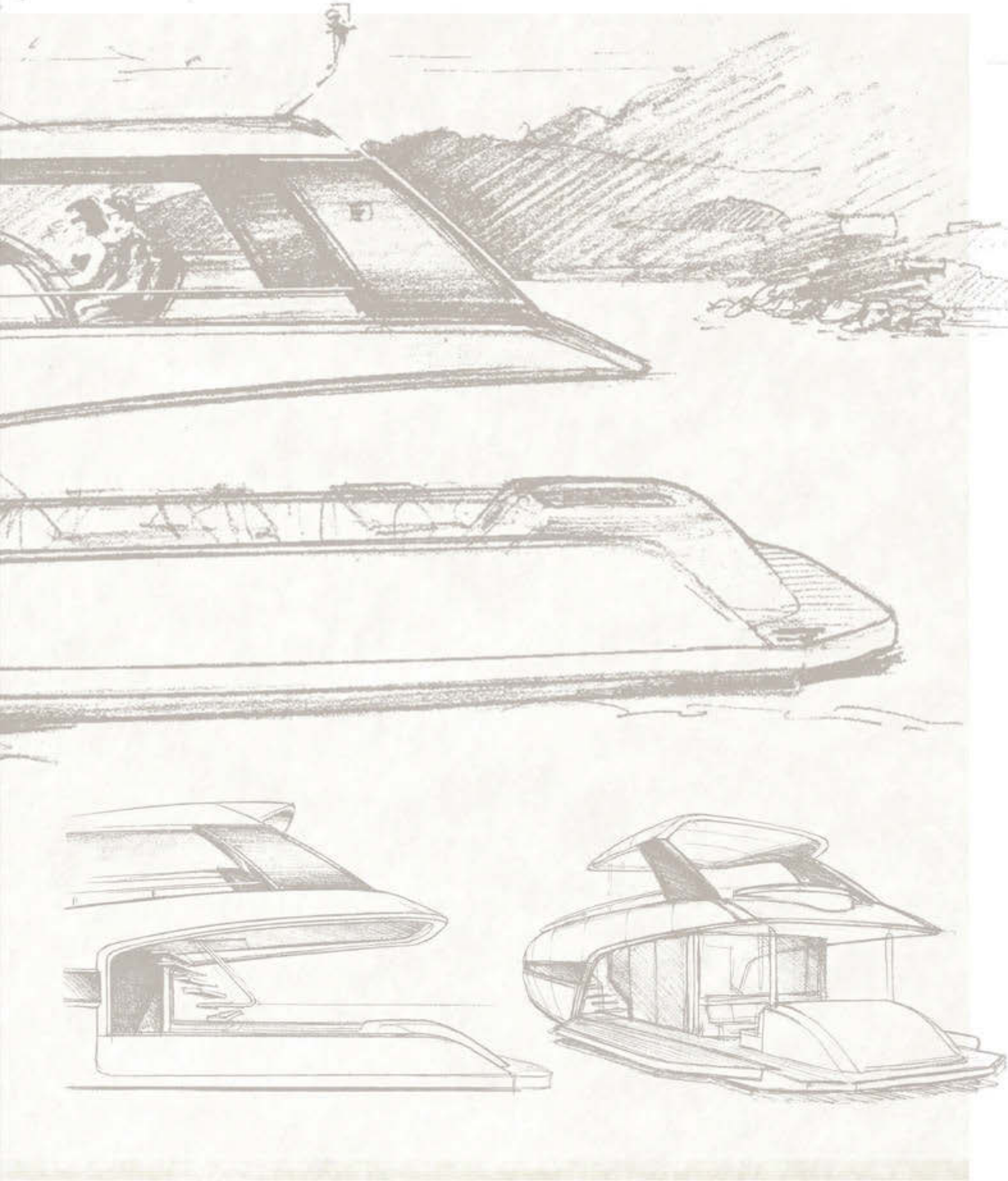


YACHT CONCEPTS

WHEN CREATIVE MINDS are set loose, fascinating ideas become concepts, and some concepts become boats. Today's designers not only are thinking about express cruisers, sport-fishing boats and superyachts, but also are imagining new ways of enjoying the water. Here, a few visionaries give us a peek at their drawing boards.

BY KIM KAVIN

These pencil sketches that Luiz de Basto drew for a client look quite a bit like the finished rendering of the Top Deck 51 (shown on page 64) .



UNIQUE CIRCLE YACHTS

A superyacht with an exoskeleton design.

ZAHA HADID CREATED five different-length versions of Unique Circle Yachts for Blohm+Voss, which is still looking for a first buyer to fulfill the concept. The exoskeleton is built from an interwoven network of supports meant to look like something organic from the sea, say, waves of kelp swaying between one another. There is no hint of what the designer calls the "strict horizontal order" of various decks. Instead, countless diagonals intermingle and flow.

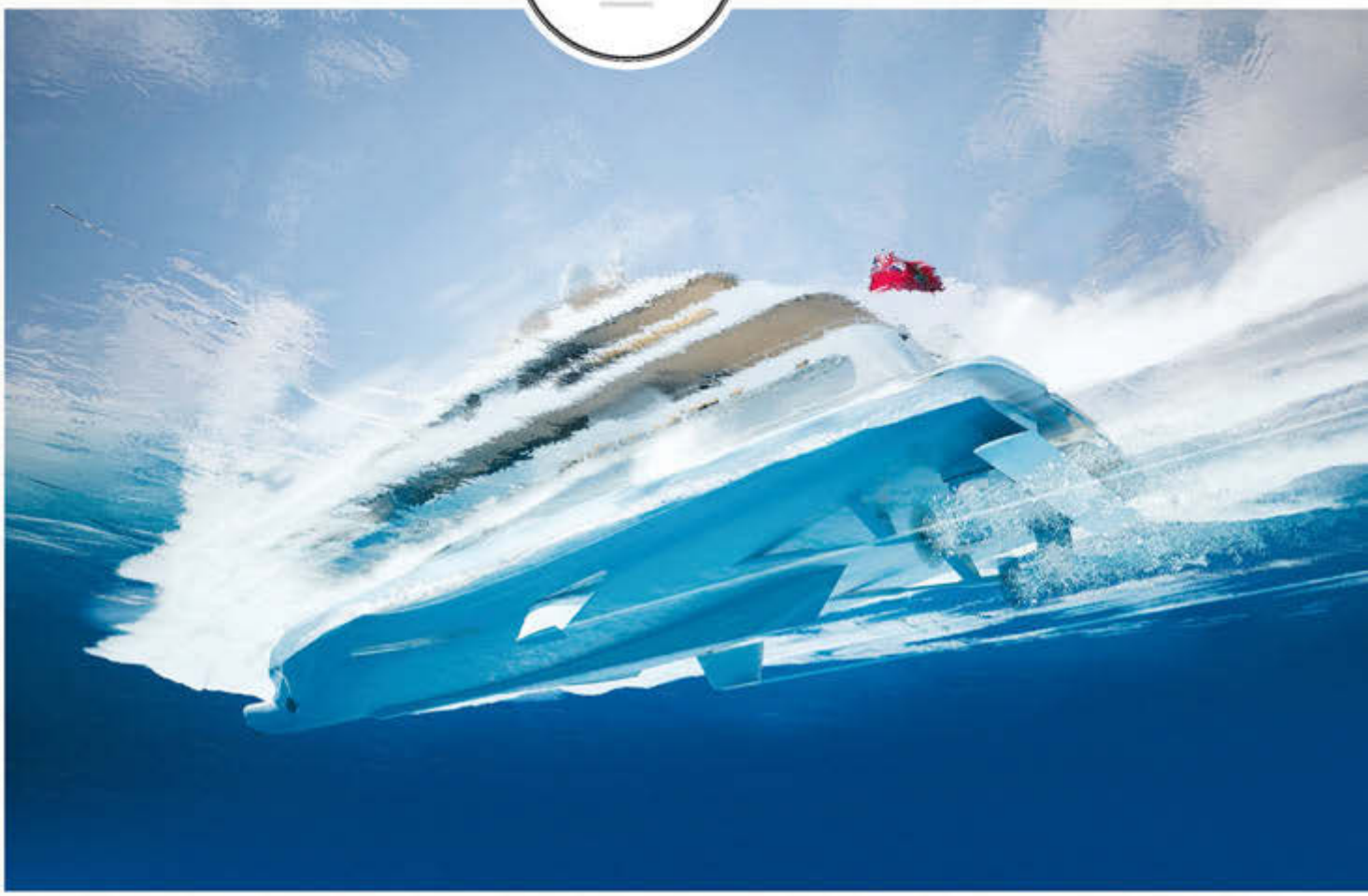
Blohm+Voss has completed technical specifications for the 295-foot version, which would have a draft of 13 feet, a beam of 52 feet, a cruising speed of 14 knots, a top speed of 16 knots and a range of 5,000 nautical miles. It also would hold Lloyd's Register classification.

"In the past, in the era of steam liners, there has been an attempt of utilizing shipbuilding elements in architecture," said Herbert Aly, who was Blohm+Voss CEO during this project's conceptual phase. "Zaha Hadid and her team have taken this ethos and created a bold new vision and a new benchmark in the design of superyachts."

Given the flexibility of the Unique Circle Yachts concept, Blohm+Voss thinks it is a good match for the builder's own tradition of adapting and customizing designs to suit owners' requests. The strength of the concept is not just functionality and form, the builder says, but also "effortless adaptability" to whatever cruising goals clients may have in mind.

zaha-hadid.com, blohmvoss.com

The 295-foot version of Unique Circle Yachts would have a top speed of 16 knots and a range of 5,000 nautical miles.



HULL VANE

First used on Heesen's Alive, *it adds comfort, increases fuel economy and — sometimes — pays for itself.*

PETER VAN OOSSANEN, A Netherlands-based naval architect, came up with the idea for the Hull Vane while doing model tests for America's Cup sailing yachts. He was measuring the forces generated on horizontal "winglets" attached to the rudder, and he noticed the winglets produced forward thrust. Maximizing that thrust, he reasoned, would reduce negative interaction with the hull, leading to more efficient cruising. He used computational fluid dynamics software to optimize the concept and make it commercially viable.

"The Hull Vane improves the hydrodynamic efficiency of ships sailing at high-displacement speeds, just like the bulbous bow does," says Bruno Bouckaert, global sales director for Hull Vane. "Significantly less power is needed to propel the ship, which means lower fuel consumption, smaller main engines to be installed and a longer range for the same tank volume."

Heesen's 139-foot *Alive* is the first yacht to have Hull Vane technology, coupled with the builder's Fast Displacement Hull Form. Heesen says the yacht achieves a 16-knot top speed with 35 percent less power than other yachts her size.

Needing less power, Bouckaert says, means being able to install smaller engines and fuel tanks, and thus giving more interior volume over to guest areas. On yachts about 130 feet and longer, he adds, the Hull Vane's cost is often offset by the reduced propulsion expense. "In such a case," he says, "the Hull Vane makes the whole design smarter at no extra cost."

hullvane.com, oossanen.nl, heesenyachts.com

ASTONDOA TOP DECK 51

The Luiz de Basto design will premiere at this fall's Fort Lauderdale International Boat Show.

LUIZ DE BASTO SEES himself as a creative type in a world of compliance officers. When he designed the Top Deck 51 as the second model in the Astondoa line (after the 63), he took incoming fire at conference tables. "They came up with all these problems about stability and flooding, and I was able to resolve those issues one by one," he says. "It's very stable. It's watertight. It's as safe as any other boat."

The design element that caused so much concern was the 51's teak-sole salon, which, as shown in the rendering below, becomes like a combination indoor sitting area and outdoor beach club at water level when the yacht is at anchor. Of course, owners can't have the boat's salon open underway, and the builder may put alarms on the engines to ensure just that. But the 51 is not meant for long-range cruising anyway. She's designed to be a large day boat, at sea or on large lakes in Europe and the United States.

"The salon makes it really special," de Basto says. "We have two slide-in doors, and they slide all the way forward. Then the bulwarks go out 90 degrees so they are fully flat with the salon. There is no gap there. Not even a finger or a foot of a child could be put there. It's an extension of the existing deck when the bulwarks are lowered."

In addition to the salon, de Basto says, innovations include the flybridge, which he sees as a mini-megayacht sun deck. It runs the entire length of the yacht, unlike flybridge decks that stop short three-quarters of the way. The 51's has a barbecue,

table, seating and a TV (mounted between the hardtop supports), plus the helm and sun pads forward. As the renderings show, de Basto drew the sun pads lower than the helm area, so anyone walking up the steps from the main deck to catch some rays will not interfere with the skipper's line of sight.

On the main deck, the aft space is drawn with a hot tub, but it can become additional seating. Either way, the engine space is underneath. The glass partition between the hot tub area and the salon can open, adding to the alfresco vibe of the main salon when the doors and bulwarks are open.

Forward of the main salon (through the passageway shown below, left of the indoor television) are a galley, a head and space for one larger or two smaller cabins.

"If you have a child or another couple, you can have the option of two cabins," de Basto says, adding that the one-cabin version is sumptuous for owners. His thought was that anyone using the 51 as a day boat should enjoy the same level of comfort that is found aboard larger motoryachts.

As innovative as some of the 51's features are, de Basto says, the boat feels like most others with the salon doors and bulwarks closed.

"If you don't open the boat, you have a regular, very spacious boat," he says, adding that he hopes families will love it. "When you arrive at your destination, you open the bulwarks and you are at water level. It is all about having contact with the water."

luizdebasto.com, astondoa.com

With the bulwarks down and sliding doors pushed forward, the 51's salon is indoor-outdoor. "I picture myself in that salon having a mojito," de Basto says.

124 GLOBAL FISH

This performance sport yacht is a joint project of Ward Setzer and Donald Blount.

WITH SOME THINGS, BIGGER is not always better, and naval architect Ward Setzer thinks sport-fishing boats are among them. That's why he stopped adding length overall when he hit 124 feet on the Global Fish.

"This boat still has to have Carolina flare and tumblehome at the transom," he says. "Scaling up those proportions is like scaling up a Picnic Boat. It gets out of hand. I think we may have hit the magical balance here."

Setzer conceived the 124-footer after working on 118-foot versions for clients in Australia and New Zealand, where there is demand for larger sport-fishing yachts that can chase big game across the South Pacific. When the global economy rebounded, he realized there may be U.S. clients too, and he reached out to Donald L. Blount and Associates for input.

"We compared notes, and they were getting the inquiries as well," Setzer says. Motoryacht owners wanted to move down; sport-fish owners wanted to move up. A vision was born, with Blount doing naval architecture and Setzer drawing the rest.

The 124 Global Fish had a soft premiere via video at October's Fort Lauderdale International Boat Show, and Setzer says that, if she's not in build by fall 2015, show-goers can expect a larger promotion. The target client may want to fish the boat, or he may simply use her as a luxury support vessel.

"It has the accommodations of something more like a 115-foot raised pilothouse," Setzer says. "It's a hybrid, in between."

setzerdesign.com, dlba-inc.om

The 124 Global Fish has five staterooms, a formal dining room, a large salon, a sizable galley and additional dining spots in the sky lounge and on deck.

PICCHIO BOAT

A 71-foot power cat for "contemplative cruising."

CHRISTIAN GRANDE, who since 1992 has designed more than 100 yachts for Italian and other shipyards, conceived the 71-foot Picchio Boat as a power catamaran that makes the destination an ever-changing part of the decor. While other designers are bringing the outdoors in with things like transom beach clubs, Grande is using see-through soles that turn living spaces into aquariums. He calls the one shown above a "submarine observatory" whose views can be enhanced at night by turning on underwater spotlights.

"I wanted to demolish the usual barriers we found aboard," Grande says. "The glass carpet is an added value in terms of enjoyment of the marine world, since it becomes a personal, and always changing, aquarium."

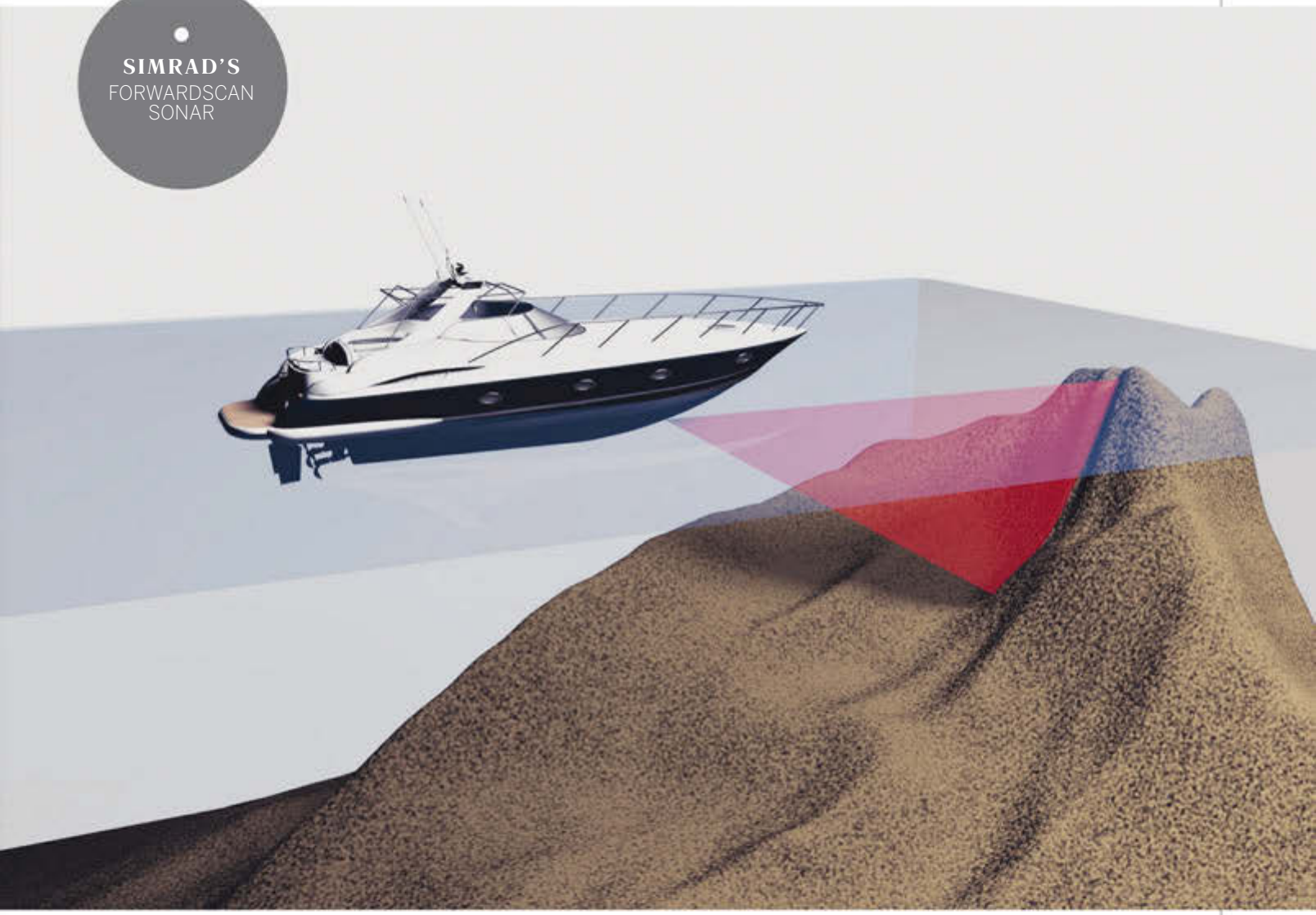
Each of the glass panels is multilayer, glued with heavy-duty adhesives and mounted on a steel structure that is integrated with the hull. Should the sea state become rough, two foldable flaps hydraulically cover the entire glass sections, restoring the original hull structure and protecting the glass from what Grande calls "any sort of possible, even if not probable, damage."

Two layouts are part of the initial concept for the Picchio Boat: one with a main-deck master and the other with main-deck indoor dining. Both promise a cruising speed of 12 knots, a maximum speed of 19 knots, a 2,500-mile range and one heck of a view, inside and out.

christiangrande, picchioboat.com

INSIGHTS

TECHNICAL EXPERTISE FROM THOSE IN THE KNOW



UNDERWATER EYES

Simrad's ForwardScan sonar lets you see what's coming beneath the hull.

By David Schmidt

"READY TO BE AMAZED?" asked Skipper Gentry, a Simrad-sponsored professional fisherman and the owner of *Carolina Gentleman*, a 46-foot Post. He then cut the boat's speed to a crawl and, calmly swinging the helm 90 degrees to port, filled our flybridge view with nothing but a looming Florida Keys seawall: sand, grasses, shrubbery, jagged rocks and the errant sun-dozing iguana. Normally, this would be cause for serious concern about life and limb, or at least impending calamity, but not

Being able to see what's below and ahead of your yacht provides an added safety measure when cruising in unfamiliar waters.

aboard this vessel. *Carolina Gentleman* carries a state-of-the-art Simrad helm that includes, among other now-generation electronics, the ForwardScan sonar transducer, which provides a forward-looking perspective of what lurks ahead of and below the bow stem. I glanced at the sheer wall of terra firma on a 16-inch display, and ForwardScan's collision-avoidance utility — not to mention its network-friendly capabilities — quickly became obvious.

While forward-looking sonar (FLS) isn't new (see "Alternative FLS Options"), Simrad was the first to market FLS transducers that directly network to a compatible multifunction display (or, display-depending, an intermediate sonar module) that tackles all image processing without dedicated hardware.

"A regular transducer [generates] a cylindrical [sonar-beam] cone, originating at the transducer and spreading out the deeper you go," said Matthew Laster, Simrad's sonar product manager. "ForwardScan looks in front of the vessel, so you can track the bottom changes as you navigate an unfamiliar area."

Hardwarewise, Simrad's ForwardScan uses a single ForwardScan transducer ($699) that's networked to a Simrad NSS evo2 MFD via a proprietary cable that taps into the StructureScan port. (The NSO evo2 MFD lacks an embedded sonar processor, so owners must connect their ForwardScan transducer to a networked Simrad SonarHub or to an NSS evo2 display.) A ForwardScan transducer projects a fan-shaped sonar beam that's 90 degrees wide along its vertical plane and 15 degrees wide along its horizontal plane, and it operates on the 180 KHz frequency so as not to disturb 200 KHz down-looking (or side-looking) sonar signals.

While ForwardScan can't be used to help create Insight Genesis' user-generated cartography (which requires 200 KHz-frequency sonar), it can be shared with phones and tablets via Simrad's GoFree WiFi module.

ForwardScan connects to a Simrad NSS evo2 multifunction display.

Unlike other FLS solutions, ForwardScan's software graphically renders the bottom as a solid, easy-to-read brown mass. Users can choose between two screen views, "standard" and "data points" (only objects in the water column and all sonar returns). In standard screen, the software interpolates raw data into a bottom-mass line that depicts oncoming terrain, as well as ground that you've already covered. The data-points screen view provides this same imagery while incorporating individual returns. For now, however, anglers are left dangling as ForwardScan provides information only about the bottom mass, not sport-fishing trophies. "It's for navigational and situational awareness," Laster said. "If you turn on the 'data points,' there's potential to [see] stuff in the water column, but it may not tell you if there's a fish."

STOP THE PRESSES!

As we were going to press, Garmin announced its new Panoptix Forward transducer, which enables compatible Garmin multifunction displays to show proprietary LiveVü and RealVü 3-D FLS imagery. Stay tuned for more on this technology development.

Additionally, users can view ForwardScan imagery in full-screen mode, or they can use Simrad's split-screen mode, in which one side of the monitor displays ForwardScan imagery while the other side overlays an icon of your vessel — with a color-coded "ice-cream-cone" heading line that extends from your (graphical) bow — on top of your cartography. "ForwardScan works really well with GPS," Laster said about the chart-overlay feature, "and it works even better if you also have a heading sensor."

The cone's length and coloring change dynamically with real-time depth, while the colors change from green (safe) to yellow (caution) to red (danger). Information-hungry customers can network ForwardScan with down-looking sonar and Simrad's StructureScan side-looking sonar via a SonarHub to create a triple-sonar screen view. "Users can also have AIS and MARPA [radar] targets running," said Laster, who explained that Simrad's operating system can simultaneously display the

ALTERNATIVE FLS OPTIONS

While Simrad's ForwardScan technology is brand-new, the concept of FLS predates World War I, and UK-based EchoPilot has been building FLS systems for the recreational-marine market since 1992. The EchoPilot 2D (about $1,550 for the professional-grade package) relies on a single 200 KHz transducer that talks to a dedicated display. ● The black box EchoPilot Platinum (about $1,530) offers the same functionality of the 2D, and the black box EchoPilot 3D (about $11,830) uses twin retractable 200 KHz transducers and renders its three-dimensional imagery onto third-party displays. EchoPilot bills all of its products as real-time collision-avoidance technology, but the EchoPilot 3D generates more user-friendly and complete imagery than its little brothers. ● It's important to note that the EchoPilot 3D creates a fan beam 90 degrees wide along its vertical plane and 60 degrees wide along its horizontal plane; for comparison, the EchoPilot 2D Platinum creates a fan beam 90 degrees wide along its vertical plane but only 15 degrees wide along its horizontal plane. ● While all EchoPilot FLS solutions provide the same range (about 650 feet), the EchoPilot 3D uses its larger fan beam and enhanced image-processing capabilities to paint comprehensive, high-definition imagery of the oncoming seafloor and any obstructions. — *D.S.*

ice-cream-cone heading line, radar imagery, and MARPA and AIS targets on the same chart using the optional chart-overlay feature.

While ForwardScan provides mission-critical navigational awareness, it's crucial to understand the system's capabilities and limitations. ForwardScan offers a range equal to up to eight times the depth, with a maximum range of 300 to 500 feet. Because of this, ForwardScan has an effective 20-knot speed limit and a built-in software alarm. Some basic math reveals that, at 20 knots, a vessel travels 300 feet in 8.88 seconds and 500 feet in 14.81 seconds; at 10 knots, she travels 300 feet in 17.77 seconds and 500 feet in 29.62 seconds; and at 5 knots, she covers 300 feet in 35.54 seconds and 500 feet in 59.24 seconds. While obtuse throttle angles increase the available reaction runway, it's essential to understand that ForwardScan buys fleeting seconds, not minutes. Still, said Laster, it provides front-of-bow information "sooner than you'd have without it."

The safe working range offered by ForwardScan — and all contemporary FLS systems — may be fairly limited, but there's no question that this affordable technology can save some hefty yard bills or worse, provided of course that the helmsman is respecting the system's speed limit and is monitoring the display for the first hint of trouble. Meet these basic prerequisites, however, and plying technical or unfamiliar water becomes safer and far more enjoyable than the blind-eye alternative.

Simrad's ForwardScan works off a single forward-scan transducer that'll cost you about $699.

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AkzoNobel

REAL Testimonials by REAL Americans

By David Schmidt

OCEAN SIGNAL
RESCUEME MOB1

SAVE ME!

Ocean Signal's rescueME MOB1 ($325) was designed to help stack the odds of an at-sea rescue in your favor by incorporating digital selective calling (DSC), Automatic Identification System (AIS) and a strobe into a tidy, PFD-compatible unit. Should a crew member go overboard, the rescueME MOB1 automatically activates and, within 15 seconds, begins transmitting its AIS and DSC signals, including precise GPS coordinates, to nearby maritime traffic. The unit offers 1 watt of transmit power (both AIS and DSC) for more than 24 continuous hours.
Ocean Signal Ltd., 305-638-8220; oceansignal.com

ALL-SEEING EYES

Raymarine's marinized CAM200IP camera ($699) helps you capture yachting's magical moments in the form of crisp, high-definition video. The CAM200IP plays nicely with any Raymarine LightHouse II multifunction display, and the cameras are built to IP67 weatherproofing standards. Each camera has a built-in arrangement of 20 infrared LEDs that help capture high-quality, black-and-white video imagery — with a range of up to 65 feet — in low-light or no-light environments.
Raymarine, 603-324-7900; raymarine.com

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Garmin's GHP Reactor autopilot systems ($999 to $6,796) were designed to make autopilot installation and calibration easier while increasing performance and lowering power consumption. Reactor autopilots use Garmin's nine-axis, solid-state attitude and heading reference system to provide more accurate heading information and less cross-track error (reducing rudder movement and lowering power consumption). They also are fully integrated with Garmin chart plotters, affording you control of the autopilot from a multifunction device.
Garmin, 913-397-8200; garmin.com

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KORMARAN
TRANSFORMING TENDER

THE SHAPE SHIFTER

By Michael Verdon

THE KORMARAN IS a 23-foot speedboat that transforms into six configurations. This three-seater with 500 horsepower reaches a top speed of 38 knots. "The idea was to combine the experience of driving a cabriolet-style, super sports car with the precise construction of aircraft technology," says designer Oliver Kormann.

Kormann most recently enjoyed a long career in the German automotive field, and his lead investor is Daniel Porsche of the Porsche automobile family. Kormann, who has a doctorate degree in fluid dynamics, is a former Tornado sailor who competed in the European and world championships on Austria's national team. Designing the Kormaran let him combine his expertise in fluid dynamics and sailing with his knowledge of advanced automotive materials.

The boat has a carbon-fiber monocoque for its main body along with lightweight carbon fiber and alloys used throughout the rest of its structure.

"The carbon-fiber parts were developed with Formula 1 technology and produced with the same quality standards of super sports cars," Kormann says. The builder uses aircraft technology for hydrofoil flight mode.

Production is slated to start this fall.

Kormaran, +43 662 828 886 500; kormaran.com

HOW IT WORKS

Electronically controlled actuators move the hull pontoons away from the center of the boat, which resembles a snowmobile with an engine on the back of each pontoon. Push another button and the pontoons widen even farther, and the center portion drops to become a trimaran. The bow folds up and out to make a swim platform too.

FLIGHT MODE

Some of the coolest features on the Kormaran are the front and rear hydrofoils, designed from aeronautic specs. They lift the boat over the waves, reducing about 80 percent of water resistance while increasing speed and fuel efficiency. The foils also give a softer ride in rough water.

INSPIRATION

"Freedom is not only the highest good, but it is also the most precious and exclusive." While that might sound like something from Thomas Jefferson, Oliver Kormann was talking about his transformer speedboat, the Kormaran, which provides several types of freedom on the water. "Our design is driven by function and emotion," he adds.

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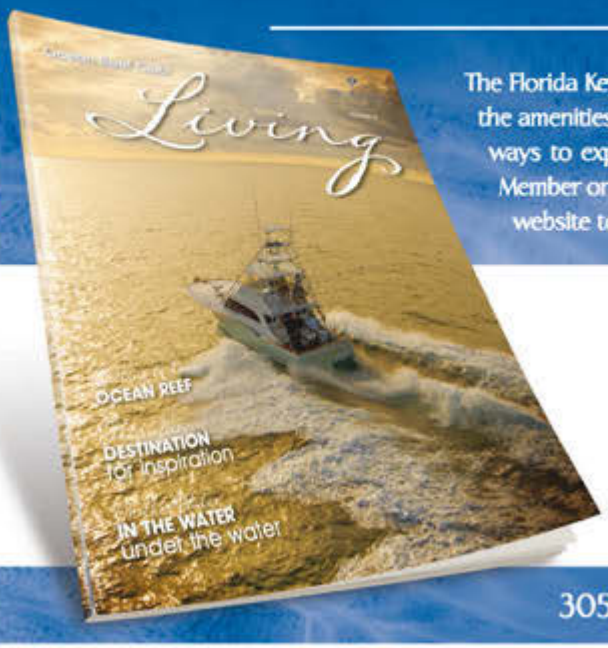

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UNDISPUTED

Tom Fexas' Midnight Lace bucked trends and became legendary.

By Jeffrey Moser

FOR YACHT designer Tom Fexas, the Midnight Lace 44 was a groundbreaking vessel that launched a thousand imitations and made him the most sought-after yacht designer of his day. She debuted at the 1979 Fort Lauderdale International Boat Show, where she looked dramatically different from — everything.

"It was a real wow to everyone in the industry," said Michael Joyce, who built boats all over the world with Fexas and is currently CEO of Hargrave Yachts. "[Midnight Lace] blew everything else out of the water. Where all white was the norm and bone white was a statement, Fexas' creation stood out like a peacock."

A jet-black hull with clipper bow, flush foredeck and severely raked windshield swept back to a superstructure chocka-block with stunning teak brightwork. The flying-bridge helm station had an elegant, low windshield that echoed the steep rake of the forward glass. A rumble-seat-like bow cockpit and a gorgeous J-shaped rounded transom completed her bold look.

Fexas' design was the antithesis of what was happening at the time. "[Yachts] have always been dramatically impacted by power plants," said Joyce, recalling that more powerful engines meant builders designed beamier boats for the commodious accommodations buyers were demanding. In contrast, the Midnight Lace 44 was narrow with an 11-foot beam.

This yacht's efficiency matched with performance also made her memorable. Fexas' "penetrating" hull form had a fine entry, and rounded chines would get her out of the hole and on plane fast. She did well for what would be considered limited power: The first 44s were matched to twin 210-horsepower Renault diesel V-drives.

The Midnight Lace 44 had a decade-long run starting in 1979.

BRIAN KING, SUN KING STUDIO

She reportedly reached a top speed of 27 knots and cruised comfortably at 20 knots, where she'd burn only 10 gph.

Her narrow beam allowed for one- and two-stateroom layouts, the latter with a split forepeak berth and a master stateroom aft and to port. Large side windows to port and starboard made the salon feel larger; from there it was a few steps down to the galley. Like the elegant commuter yachts that inspired her, all 44s were clad in copious amounts of teak, with teak-and-holly soles.

After that memorable boat show, Fexas made a deal with Cheoy Lee to build Midnight Lace 44 under license. "Cheoy Lee had a great run with them," Joyce said, with production lasting about a decade. Eventually the 44s gave way to a beamier and larger Midnight Lace 52, and as the life cycle of yacht models goes, the Midnight Lace faded. Fexas, who died in 2006, is still considered a visionary.

All told, Cheoy Lee built about 50 of the boats, with 44s and 52s equally represented. I found nine available in brokerage, ranging from $125,000 for a 52 that needed some TLC to $319,000 for a 52 that was as gorgeous as the day she launched in 1983.

"Tom was part of an era where designers were allowed to have a style," Joyce told me, and Midnight Lace exemplified the singular design that immortalized Fexas in the annals of yachting history.

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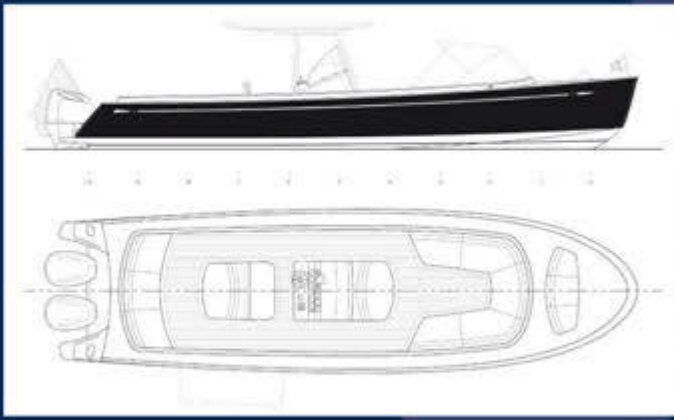

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Go harbor-hopping in comfort and style in a Sparkman & Stephens custom-designed center console. Bespoke designs are available, offering a variety of powering and construction material options. Moderate v planing hull, generous seating areas, convertible forward sunpad, retractable dodger, t-top, center console enclosed head. The elegance and detailing of a bygone era in a modern platform. For additional information, contact us at: design@sparkmanstephens.com

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RUSALKA
118′ (36m) 1994 / 2004 Christensen

‡*HAPPY HOUR
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*ORSO 3
108′ 4″ (33.02m) 2013 Benetti

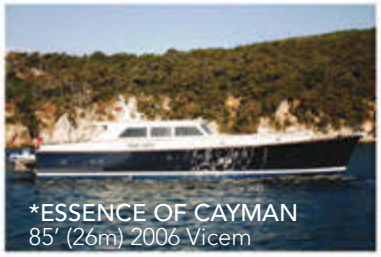
SASHAY
103′ (32.4m) 1999 Maiora

PURA VIDA
93′ (28.35m) 1995/2012 Broward

SEASIX
92′ (28.23m) 2010 Riva Duchessa

PATTI BELLE 90′ (27.43m)
2012 Ocean Alexander

EL LOBO
90′ (27.4m) 2008 Affinity

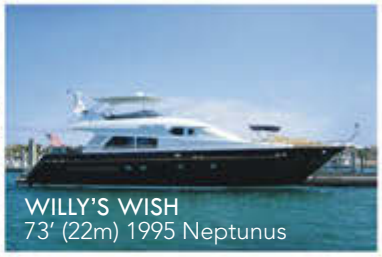

*ESSENCE OF CAYMAN
85′ (26m) 2006 Vicem

ELIELLE 84′ (25.6m)
2005 McMullen & Wing

BLACK SHADOW
83′ (25.3m) 2007 Sea Force IX

KALEIDOSCOPE
80′ (24.4m) 2001 Lazzara

ODYSSEY
75′ (22.9m) 2005 Hatteras


WILLY'S WISH
73′ (22m) 1995 Neptunus

HIGH TIDE
68′ (20.7m) 2006 Viking

BREAKAWAY
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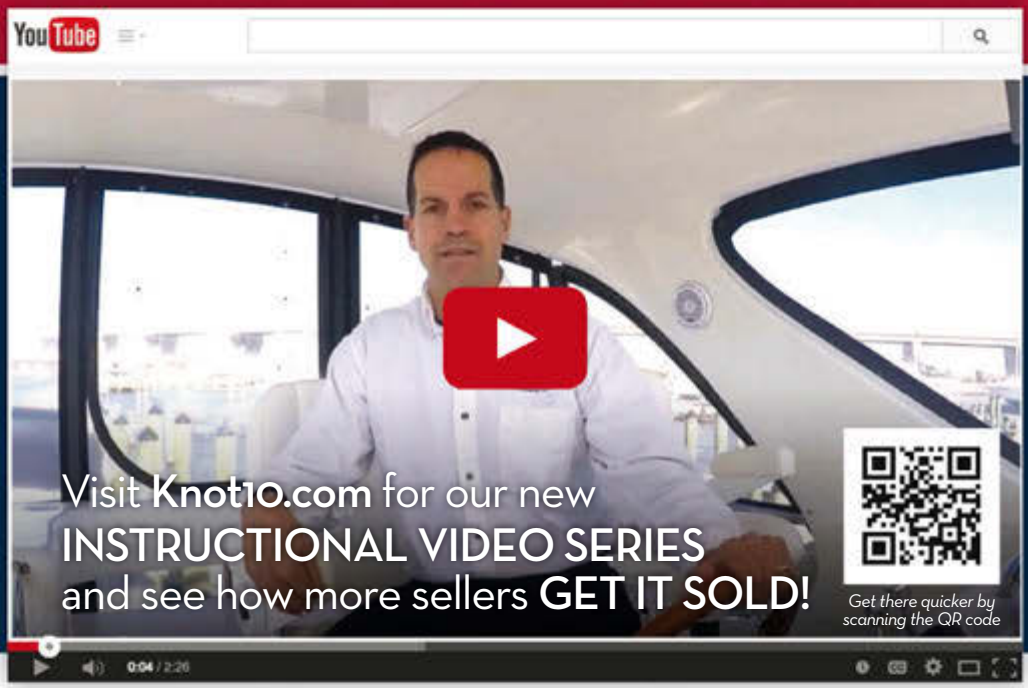

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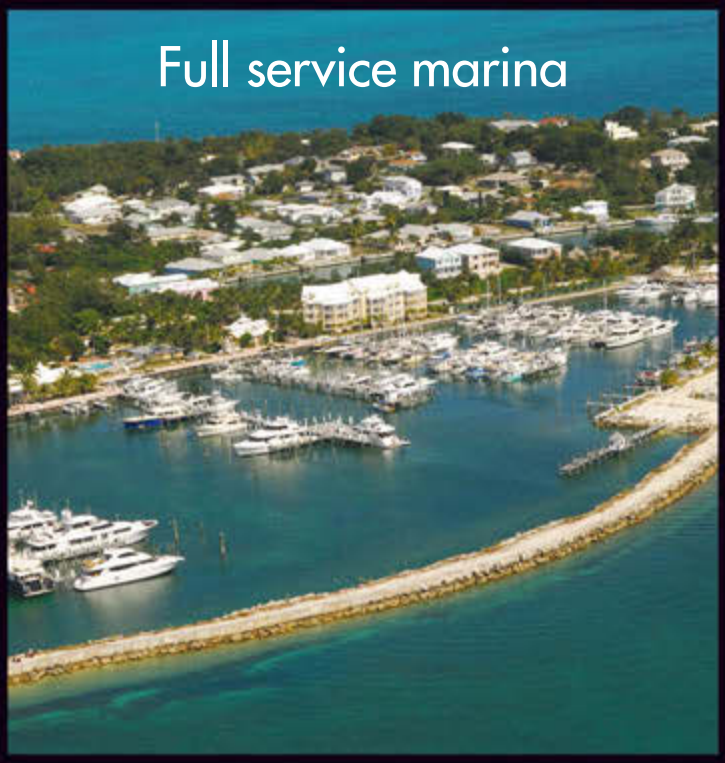

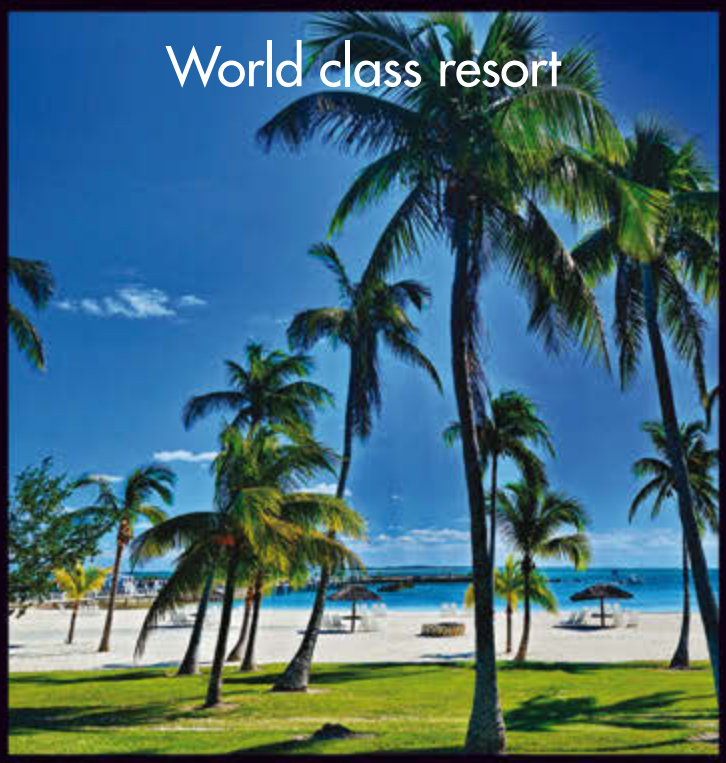

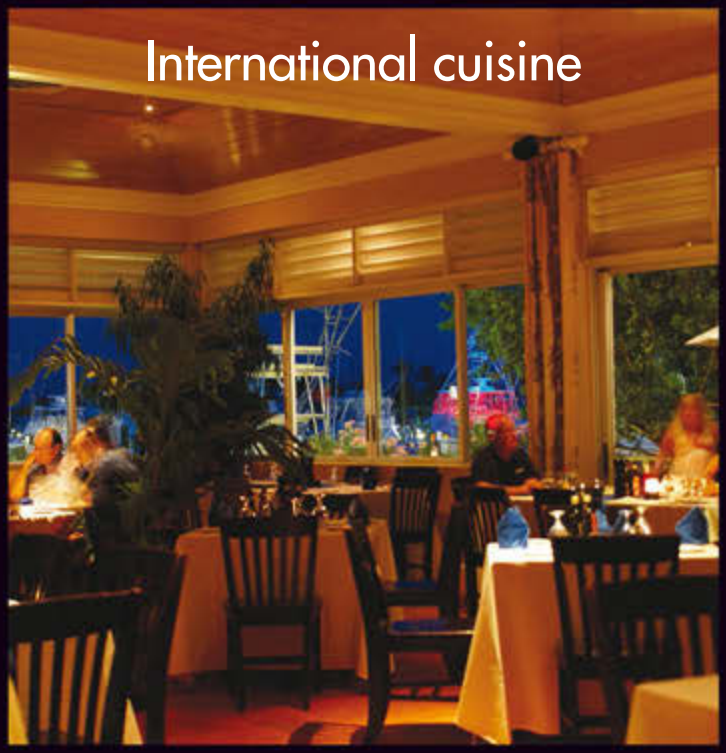

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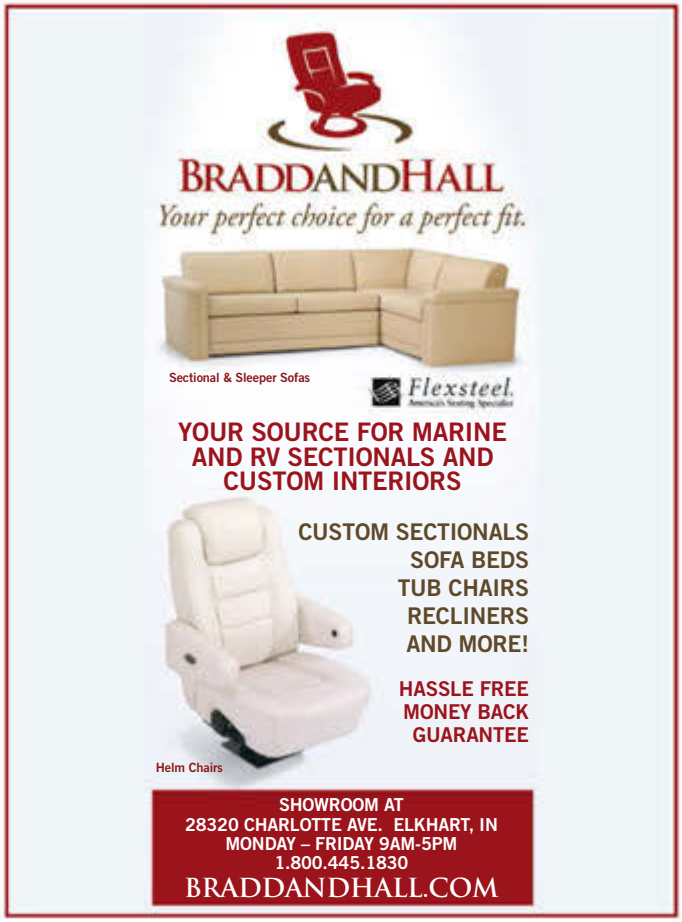
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CRUISING FOR A CURE

Bob battles cold and flu season with a boat.

By Jay Coyle

I WAS WORRIED about Capt. Bob. A boat show was underway, and he was missing. "Where's Bob?" asked several concerned sales pals. While all had suffered his skill of negotiation (chiseling), they considered him a barometer of show sales. He was always looking for a boat. "Perhaps he's on another winter cruise," suggested a pal. Oh, no!

After a week of my calling with no answer, Bob's wife picked up the phone. "We just got back from a cruise," she said. "He can't talk. He's sick as a dog." No surprise, for the cruise was aboard a cruise ship. Pack 3,500 sniffling, sneezing migrants from cold and flu country into a rusty steel can and nothing good will come of it. On his last trip to the Caribbean, Bob had contracted an unpleasant food-borne illness. The "holiday" before that was a middle-ear disorder aggravated by the Tasmanian Sea and broken stabilizers.

I got a call from Bob a week later. I barely recognized his voice. "I'm in the hospital," he said. "The #&#&#& flu shots aren't worth a &#&#!"

Then he begged for help. "I've got a deposit on a boat," he said. "The sea trial and survey are tomorrow."

"I'd do anything for you Bob," I told him, "but I'm leaving on holiday tomorrow."

"This damn boat," he grumbled. "It's already a pain in the ass and I don't own it yet."

Now I was worried. Bob was not himself!

I thought of Bob as I crossed the country by air. I had upgraded to first class to distance myself from airborne disease. I attempted to sleep while my row mate's clutter of personal devices and playlists invaded my space. Of more concern was the lady behind me. Her breathing sounded as though she'd swallowed a soap bar. Every 20 minutes, she would erupt like Old Faithful.

When I returned, Bob was back home after a five-day internment. He was feeling better, but because of an unpleasant procedure he had endured, he was unable to cross the room without having to relieve himself. I made the mistake of asking him about his new boat.

"The sea trial is Monday," he said. "You've got to go for me."

I pointed out that the boat had a head, but Bob said that option was no good. So I agreed.

Bob is a triple Type A, and of the 40 boats he's owned, he's been satisfied with just two of them. I wasn't keen on approving another. However, I had promised and I fully intended to sea-trial her until my holiday caught up with me.

"You sound like I did," Bob said when I called him. "You been on a cruise? You better call the doctor."

I feverishly fielded two phone calls from Bob while he was on the sea trial. "Great engines. (Hack, hack.) One of the best years for that model. She's bound to be a classic. (Hack, hack.)" The head was wet and the boat was dry. Done deal!

Bob is already planning his next winter holiday. He'll be cruising during cold and flu season aboard his own boat. A healthy float plan indeed.

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